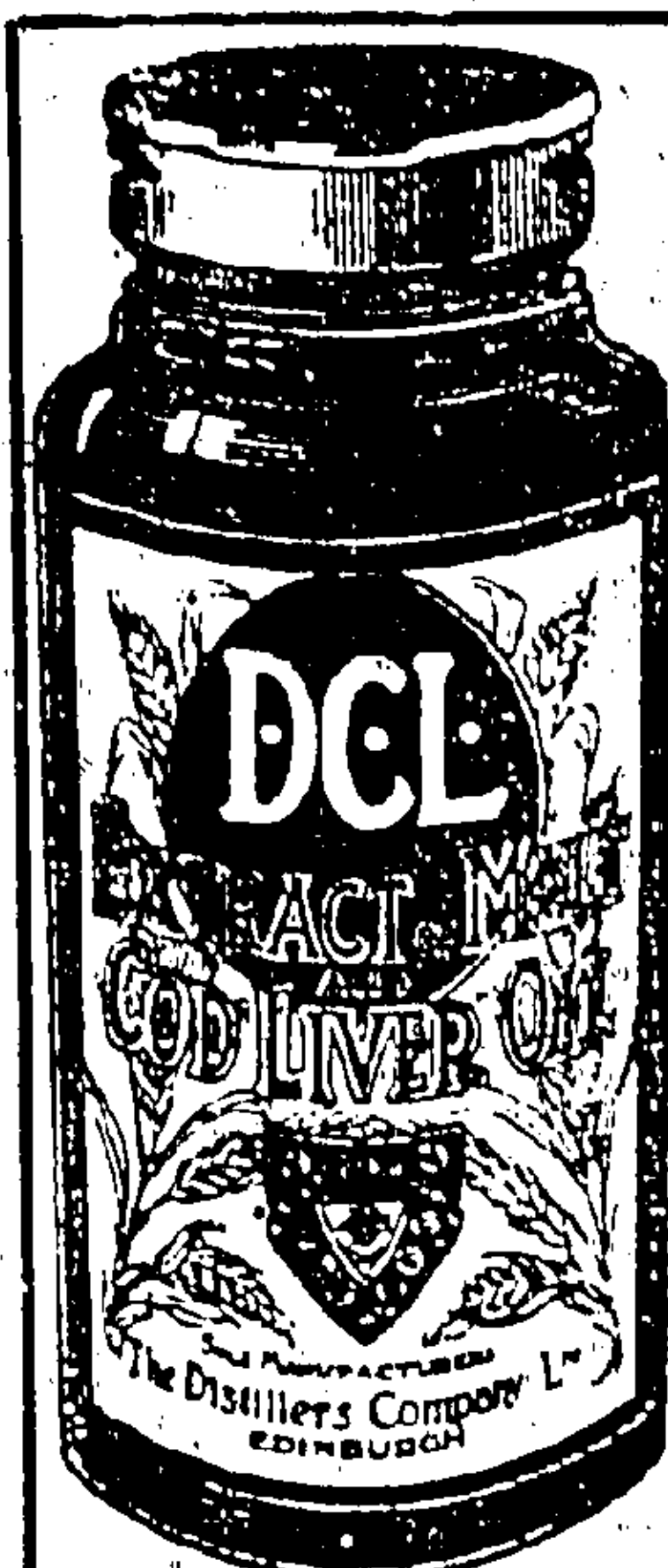




"D. C. L." MALT EXTRACT WITH COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.
EDINBURGH.

PRICE:—Per 1 lb. Jar...\$1.00
Per 2 lb. Jar...\$1.80

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.,
ST. GEORGE'S BUILDING, 2, ICE HOUSE STREET.
Tel. Central No. 135. Hong Kong.



"How Healthy and Strong he looks!"

Sir Gilbert Parker, Bt., the distinguished novelist and statesman, writes:

"I have used Sanatogen with extraordinary benefit. It is to my mind a true tonic food, feeding the nerves, increasing the energy and giving fresh vigour to the over-worked body and mind."

"A few weeks ago he looked quite ill—his nerves were all to pieces, and he was fatigued by the slightest exertion."

"Yes, but he has been taking Sanatogen since then, and it certainly seems to have worked wonders. His glowing cheeks, bright eyes and buoyant step, simply radiate health."

There is no guesswork about Sanatogen's action. It really does all that it claims to do. A distinguished physician recently proved by actual tests on men and women that Sanatogen increased their vitality by an average of 23%. (See Medical Echo, Jan. 1926).

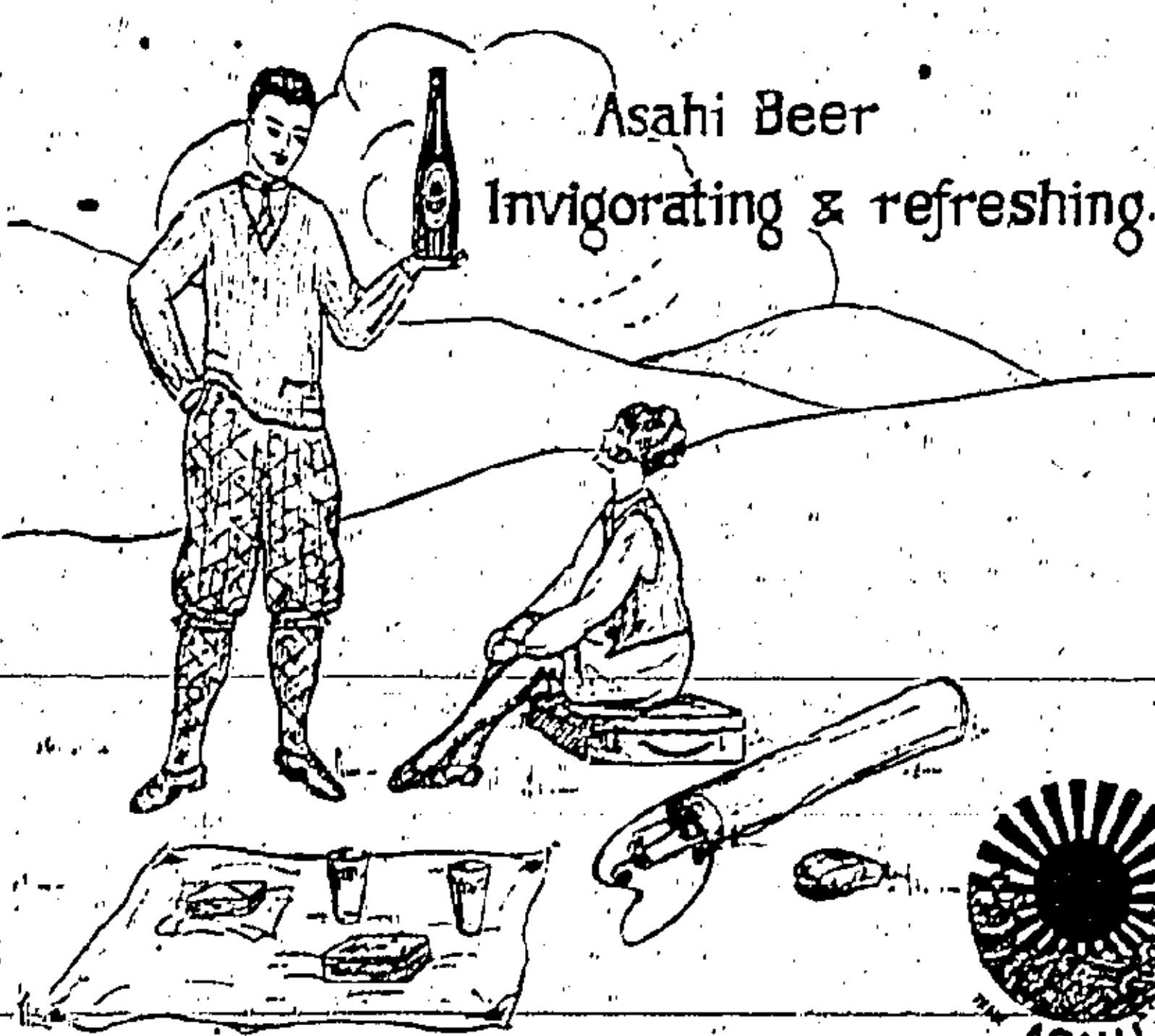
Sanatogen infuses into the blood and nerve-cells the vital elements—phosphorus and albumin—from which bodily health and nerve-energy are derived. It provides, in a natural manner, just that extra energy that makes life go with a swing.

SANATOGEN

The True Tonic-Food

When you feel nervous or run-down, take Sanatogen for a few weeks and feel the difference in your own health.

Obtainable at all chemists and stores.



Asahi Beer
Invigorating & refreshing.

Sole Agents:—

MITSUI BUSSAN KAISHA, LTD.
HONG KONG.

MARCONI'S WIRELESS MONOPOLY BROKEN.

RADIO INDUSTRY SURPRISE.

COMPTROLLER ORDERS A BIG REDUCTION OF ROYALTIES.

A decision of vital importance to the future of the wireless trade in Great Britain has been made by the Comptroller of H.M. Patent Office. It will affect the monopoly of the Marconi Company and upset the present rate of royalties paid in respect of wireless valves.

The decision was given under a Section of the Patents and Designs Act which has been invoked only once before.

In brief, it is that the royalties on the Loewe valve (the application was made by the Loewe Radio Co.) are too high, and that they should be reduced from £1 17s. 6d. for triple valves and £3 2s. 6d. on the long range sets to 10s. on each Loewe triple valve and 7s. 6d. on each Loewe double valve.

The respondents in the case were the British Thomson-Houston Company and the Marconi Company, who, in the opinion of the Comptroller, are substantially refusing to grant licences on reasonable terms, and are thereby prejudicing the establishment of a new trade or industry in the United Kingdom.

The application was "for the grant of compulsory licences under five patents (which had been refused by the Marconi Company) on the ground that there had been an abuse of monopoly."

The decision of the Comptroller is that the licence be granted and that the scale of royalties shall be as stated above.

Twenty-one days are allowed for the parties to settle the terms of the licence.

In the long and chequered history of compulsory licences, writes the Comptroller in his 18-page decision, "there have been two alleged abuses: the use of a patent to reserve the home market for the sale of articles imported from abroad, and the use of a patent to block improvements by subsequent inventors."

A New Advantage.

Of the Loewe valve the Comptroller writes: "When we come to consider the scale on which the applicants hope to manufacture in this country, the Loewe valve will be recognised as offering a new advantage or utility for which it may be well worth sacrificing the superior sensitiveness which the use of reaction admittedly affords. Broadcasting has become a feature of our national life, and a commercial policy which excludes large sections of the public from its full enjoyment is not, we think, a justifiable policy."

The Marconi Company have secured a dominant position by gathering together in their own hands a large series of patents which, taken collectively, cover almost all broadcasting receivers of an efficient character. It is to be remarked that not one of the five patents now in question is for an invention originating with the Marconi Company. Three of them are American, one is French, and one is German in origin.

"It is a kind of super-monopoly. The applicants cannot seek alternative terms from competing monopolists. They are absolutely in the hands of those who have gathered together this far-reaching aggregation of monopolies."

Appeal Probable.

A well-known patent agent pointed out that in all matters affecting the law of patents the Comptroller had absolute power but that there was always the right of appeal, in this case to the High Court.

"I consider it quite probable that there will be an appeal," he said. "The financial interests involved are so immense that it seems unlikely that the companies concerned will take the decision lying down."

There were certain circumstances in which the monopoly rights under a patent would be considered to have been abused, he said. If the demand for the patented article was not being met to an adequate extent and on reasonable terms, for instance, or if the refusal of the patentee to grant licences on reasonable terms damaged the trade of any persons in this country, or was prejudicial to the establishment of any new trade or industry in this country.

satisfied that a remedy for the abuse could not be secured by any other means, he could order the patent to be revoked.

Mr. David Loewe, a director of both the British and the German companies, and a brother of Dr. Siegmund Loewe, the inventor of the Loewe valve, stated before the Tribunal that at the German factory last year about 1,600 triple valves sets and about 450 long range sets were manufactured daily during a "maximum" period.

An entirely new market, he said, had been opened in Germany. Half a million of these sets were sold last year to people who would otherwise have been users of crystal sets. The Loewe valve, in fact, had brought loudspeaker broadcast reception within the reach of large numbers of people who would otherwise have had to be content with headphones.

"In the event of his obtaining a licence on terms which would enable the Loewe Company to manufacture on a large scale in this country, he added that he would be prepared to give an undertaking to transfer the whole of that manufacture from the German factory to the British factory. This, he added, would be in his interest, inasmuch as duties were payable in the Dominions on imported wireless apparatus and there was a preferential tariff in favour of Great Britain."

Complete Receiver Expected To Cost £6.

The decision to grant to the Loewe Radio Company a licence to manufacture and sell triple and double valves for wireless receivers on which the royalty to be paid to the Marconi Company will be 10s. and 7s. 6d. respectively, is of great importance to listeners for two reasons.

In the first place, the multiple valves to be manufactured will, relatively, be inexpensive; and, secondly, because it is reasonable to expect that the royalty at present payable on ordinary receivers—12s. 6d. per valve holder—will be materially reduced.

The Loewe triple valve really comprises a glass bulb within which are three separate valves that are resistance coupled. A complete receiver, therefore, may be constructed by connecting a coil and tuning condenser to the triple valve, and also the usual batteries and the loud speaker.

The Loewe Company has been selling receivers in Germany at 23s. each wholesale and 39s. 6d. each retail, but it should not be expected that they will be sold as cheaply in this country, because the wholesalers and retailers there require much larger percentages of profit than dealers in Germany.

A complete receiver may be expected to cost at least £6, and it should be remembered that it will receive a station such as London within a radius of about 15 miles only.

Sample Loewe valves were obtained for a test some months ago. They were, of course, made in Germany and the workmanship was excellent. The triple valve has two anode resistances, two coupling condensers and two grid leaks as well as the three filaments, grids, and anodes.

Two of the valves are of the resistance capacity type, while the third, which has the loud speaker connected to it, is of the power type. The first valve is employed to rectify the signals collected by the aerial, the second one magnifies them, and the third valve operates the loud speaker.

No provision is made for reaction, with the result that a receiver including one of these triple valves has a rather limited range. But the Loewe Company manufacture a double valve for high frequency amplification which may be used with the triple valve. The double valve does not give great amplification on the ordinary broadcast wave lengths, but it does give reasonable magnification of the signals sent out by the long wave-length stations such as Daventry 5XX.

The selectivity, too, will be better when the two separate valves are used together in one receiver.

As a single station receiver the Loewe combination with the triple valve will probably be satisfactory, but it will not be sufficiently powerful, neither is it likely to possess sufficient selectivity, for distant stations to be received.

"RING" CONTROL OF PRICES.

BRITISH GOVERNMENT CONTRACT.

GOES TO FRANCE.

The Post Office authorities in London have issued a defence of their action in having placed abroad a contract for bronze wire needed in the telephone service. It had been stated, on behalf of the British manufacturers whose tenders were rejected, that the contract has been placed with the Treilliere Company, of Havre, that the quantity of bronze wire involved is sufficient for the requirements of the telephone service during the current year, and that from 1,000 to 1,200 tons of this wire are purchased in a normal year from British firms at an average cost of approximately £100 a ton. The official reply of the Post Office is in the following terms:—

"It is the settled policy of the Government not to disclose contract prices, and the Post Office therefore cannot publish the value of the order for bronze wire which has been placed abroad. The Select Committee on Estimates of the House of Commons recommended, after consideration of the effects of a 'ring' on prices quoted to the Post Office, that the Post Office should have a free hand to accept tenders from abroad in cases where it is unable to obtain satisfactory evidence that the prices quoted by British manufacturers are not excessive; and in the present case there was no satisfactory evidence to that effect and considerable evidence to the contrary."

The prices quoted on behalf of the associated British makers for the manufacture of the bronze wire (apart from the cost of the principal raw material, copper, which would necessarily be imported, whether the order for wire went to a British firm or not) compared very unfavourably, not only with the foreign prices for bronze wire, but with the British prices for manufacture of copper wire, in which there is effective competition from British firms outside the association.

Nevertheless, the Post Office did not place the order abroad. It had made every effort to induce the British firms to quote a reasonable price, and it even suggested to them a price (allowing a substantial margin over the foreign price) at which it was ready to place a large order at once.

Manufacturers' Case.

The contract placed in France is stated to involve an expenditure of between £200,000 and £300,000. An official of one of the largest firms in the industry said: "The Post Office has been pressing us for years to lower our prices and we have made sacrifices for the sake of peace. Now we have absolutely reached the limit, and the Government want further reductions. They cannot have them because we have been supplying material at prices which are absolutely uneconomic. As far as we are concerned, our dealings during recent times with the Post Office have not been on a commercial basis. In fact, we have been getting nothing at all out of it. It is unfortunate that the contract should go abroad."

(Continued on next column.)

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 26TH, 1928.	
B.N. Bank	1,320 buy, 1,330 1/2 sell.
Do. (London)	1,340 nom.
Chartered Bank	222 buy.
Overseas Bank	215 1/2 buy.
Do. (London)	214 1/2 nom.
P. & O. Bank	224 nom.
East Asia Bank	277 buy.
Antoni Insurance	160 buy.
Union Insurance	373 nom.
North China Ins.	160 buy.
Yongtao Insurance	330 buy.
China Underwriters	330 buy.
China Fire Insurance	276 buy.
Hong Kong Fire Ins.	330 sell.
Donghai	330 nom.
H.K. Steamboat	372 buy.
H.K. Tugs	32 nom.
Indo-China (rrat.)	335 buy.
Do. (Lat.)	372 buy.
Shell Transport	108 9/10 nom.
Waterboats	32 buy.
Banquet	316 buy.
Kaitia Mining Assn.	37 1/2 sell.
Langham (coupons)	2 1/2 nom.
Do. (single)	2 1/2 nom.
S.H. Exports	2 1/2 nom.
Shanghai Loans	3 1/2 nom.
Bauw	3 1/2 nom.
Tonghai Mines	178 nom.
H.K. & W. Docks	133 1/2 buy.
China Provident	56 1/2 buy, 57 1/2 sell.
Longways	115 1/2 nom.
New Engineering	115 1/2 buy.
Shanghai Loans	115 1/2 buy.
Ewo Cottons	11 1/2 buy, 11 1/2 sell.
Oriental Cottons	11 1/2 buy, 11 1/2 sell.
S. Nat. Cottons (old)	60 nom.
Do. (new)	11 1/2 buy.
H.K. & S. Helms	47 1/2 nom.
H.K. Lands	300 buy.
Shanghai Lands	115 1/2 buy.
Humphreys Estates	115 1/2 buy.
H.K. Estates	56 1/2 buy, 57 1/2 sell.
H.K. Tramways	115 1/2 buy, 115 1/2 sell.
Peak Trams (old)	115 1/2 buy.
Do. (new)	115 1/2 buy.
Star Ferries	36 1/2 buy.
China Light (old)	115 1/2 buy.
Do. (new)	115 1/2 buy.
Do. (1928 issue)	115 1/2 buy.
H.K. Electric (old)	115 1/2 buy.
Do. (new)	115 1/2 buy.
Macao Electric	115 1/2 buy.
Telephone	37 buy.
China Buses	11 1/2 buy.
Singapore Trams	115 1/2 buy, 115 1/2 sell.
Do. (Pref.)	115 1/2 buy, 115 1/2 sell.
China Sugars	11 nom.
Macao Sugars	11 nom.
Antoni Ins.	330 nom.
Cements (coupons)	330 buy.
Do. (old)	330 buy.
H.K. Bays (old)	115 1/2 buy.
Do. (new)	115 1/2 buy.
United Assurance	330 nom.
Wai Yee	115 1/2 buy.
Do. A Wings	115 1/2 buy.
Lease Driveways	330 buy.
Macao Buses	115 1/2 buy.
H.K. Construction	330 buy.
H.K. Amusement	330 buy.
H.K. Insurance	330 buy.
H.K. Govt. Loans	330 buy.
buy—bayers; sell—sellers; nom.—nominal.	

but obviously we cannot compete with the French prices. The Post Office authorities are evidently under the impression that because we have a trade association our prices have been forced up. This is far from the fact. It is due to a misunderstanding of the whole position. They have got it on the brain—they want to smash the association. Whenever the association quotes them a figure they immediately jump to the conclusion that it is a high one. The result was inevitable in view of the Post Office attitude."



Cuticura Loveliness Beauty of Mother Bestowed On Daughter

For more than two generations mothers everywhere have been using Cuticura Preparations and have been teaching their daughters that daily use of them produces clear skin and healthy hair. They find the Soap pure and cleansing, the Ointment soothing and healing and the Talcum an ideal toilet powder.

Soap, Ointment, Talcum sold throughout the world. British Patent: 2,147,451. U.S. Patent: 1,548,741. Try the Cuticura Shaving Stick.

JOCKEY'S SECRET WEDDING.

DISCLOSURE DUE TO A RACING ERROR.

It has been disclosed that Gordon Richards, the champion English jockey, who had hoped to ride his hundredth winner of the season at Haydock Park, but did not succeed, was married last spring.

His bride was Miss Margaret Winkles, of Swindon, and the wedding took place at Gerrard's Cross, Buckinghamshire.

Gordon Richards, although his fame is world-wide, is one of the most retiring of men, and always shuns publicity. Even some of his closest friends were unaware of the fact that he was no longer a bachelor.

He had intended that the announcement of his marriage should be made on the day that he rode his 100th winner. A mistake by the judge in the Selling Handicap at Haydock Park caused the premature disclosure.

Richards had already ridden ninety-nine winners. One day last month, as the horses flashed past the post in a heavy downpour of rain, the judge confused the colours of the jockey of Wyke, the actual winner, with those of Richards, on Countess of Hainault, the favourite. The number of Richards' mount was hoisted as the winner. The news was flashed out that he had completed the 100. The correction came soon afterwards.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rupee, Sept. 25th.	
Paris	124.10
Brussels	31.90
Amsterdam	12.09
Berlin	20.34
Copenhagen	13.10
Vienna	31.44
Helsingfors	10.71
Lisbon	10.71
Bucharest	79.71
Buenos Aires	4.85 1/16
New York	25.20
Geneva	92.75
Stockholm	13.12
Oslo	13.19
Prague	163.3
Madrid	23.39
Athens	37.51
Rio	5.29 3/32
Bombay	1/5.31/32
Yokohama	1/10.21/32
Shanghai	2/7
Hong Kong	2/0
Silver (spot)	23.5/15
Silver (forward)	23.7/15

GRAND TATTOO

Sookumpoo,

4th, 5th, 6th Oct.

BOOK NOW

DO NOT WAIT ANOTHER DAY
OTHERWISE YOU MAY BE DISAPPOINTED.

Booking Centres } S. Moutrie & Co., Ltd. The Sun Co., Ltd. Y.M.C.A., Kowloon.
The Wing-On Co., Ltd. The Sincere Co., Ltd.

TICKETS—\$5, \$4, \$3, \$2, \$1 & 50 Cts.

MOTORISTS SECURE A "CAR PARK" TICKET
& DRIVE UP TO THE ENTRANCE OF GROUNDS.

Car Park Tickets: \$1 for 1 night, \$1.50 for 2 nights, \$2 for 3 nights, FROM THE Y.M.C.A. CITY HALL.

WURM'S STOMACH DOCTOR

The Best Bitter for the Stomach.

Best Remedy for Poor Appetite, Deficient Digestion and Disorderly Stomach.

Obtainable at

THE WING ON CO., LTD.

*Be fair
to your teeth*

Nature gave them that thin outer coating of enamel to protect them.

To keep this intact you must keep it clean and polished.

Use powder to polish, of course, just as you would for polishing anything else.

But it must be the right powder, one specially prepared for the purpose—

Calvert's TOOTH POWDER

The powder that cleans gently but firmly, and polishes so beautifully.

... that is perfectly free from grit and so cannot scratch or injure the precious enamel.

... that contains the standard antiseptic (pure carbolic) scientifically blended in suitable proportion.

Sold by local Chemists and Stores.

Made by R. C. CALVERT & CO., Manchester, England.



Bayer Tablets of Aspirin

A Universal Possession of mankind is what Bayer Tablets of Aspirin have become, thanks to their unrivalled efficiency. Millions of sufferers recognize in them the best of pain-killers, and have been freed by them from Headache, Toothache, Rheumatism, Pains in Joints and Limbs, Gout, Chills, Neuralgia and many other painful conditions. But good products are always imitated, and so imitations of "Bayer" Tablets of Aspirin are numerous. Your only guarantee of genuineness is the original package with the Bayer Cross.

BAYER

STOP COUGHS WHERE THEY START!

EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health and that of your children always by having them ready to use at the first sign of a cold.

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

EVANS' PASTILLES

SERVICE TO READERS.

THE HONG KONG DAILY PRESS LTD. and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BARRACK STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

WORLD THEATRE

WHAT PRICE GLORY

SHOWING NEXT WEEK

ROUND THE COURTS.

PRESENT DAY OPIUM TRAFFIC.

INSP. HOARE BEFRIENDS A YOUNG THIEF.

There is a certain class of virulent Chinese who think that members of the local Police Force are heartless. This impression would be dispelled if these people would care to recollect some of the many instances in which police officers have come forward to help juvenile offenders. Acting Insp. Fraser and Sgt. Field are at present doing good work among the waifs and strays and many boys now doing well would have remained adrift in the world had it not been for kind-hearted police officers, who, understanding the temptations to which these lads are exposed, have got them into the Waifs and Strays Club.

A typical instance of the kindness of police officers towards orphans was seen at the Kowloon Magistrate's yesterday when Inspector Hoare undertook to find employment for a fourteen years old lad.

This boy, an orphan, was brought before Mr. W. Schofield on a charge of stealing a clock, hat and jacket from a house in Portland Street. He was arrested with the stolen articles in his possession at 3.30 p.m. on Sunday in Leichikok Road.

Insp. Hoare told his Worship that he had no suggestion that the lad broke into the house to steal articles. The same boy had once been taken to the Police Station for being found in the kitchen of a house in Shamshui. The complainant in that case did not prosecute because of the lad's age.

The offender was then sent to the Boys' Club but was refused admittance in view of the circumstances.

Insp. Hoare then told his Worship that he had had a talk with the boy and learned that he was anxious to work and that once he was employed he would not steal. Insp. Hoare then undertook to get employment for the lad, if his Worship would indicate a light punishment.

The Magistrate ordered the offender to receive six strokes of the cane and afterwards to be turned over to Insp. Hoare.

Opium From Wuchow.

Revenue Officer Ward again remarked on the large opium traffic between this port and Wuchow when a Chinese was charged before Mr. R. S. Lindsell for having in his possession thirty five taels of non-Government opium.

The Magistrate agreed and Mr. Ward added that there is a tremendous lot coming in from Wuchow.

His Worship: Is it much cheaper than the Government opium, even at reduced rates? There are no more reduced rates. We have gone back to the old rates as the second quality is finished.

Defendant was fined \$2,500 with the alternative of six months' hard labour.

ANOTHER CASE.

Another Chinese was brought before the same Magistrate, his offence being that he had 21 taels of illicit dope strapped round his legs by rubber bands. He pleaded that he was carrying the contraband for a friend and in return he was going to get a few dollars for his trouble.

A fine of \$1,500 was inflicted.

A DIRTY LATRINE.

A Chinese woman, owner of a house at Wongneichong Road, was summoned before Mr. Lindsell for failing to keep the latrine in a sanitary condition. Mr. C. A. S. Russ appeared for the defence.

Mr. Russ argued that the tenants of the house should answer the summons, as the owner could not be on the spot every time it was used, and might be rendered liable for thousands of dollars of damages and other dreadful penalties for trespass.

Mr. Lindsell: She is between the devil and the deep sea.

For the prosecution, Sanitary Insp. White said that the order made by the Court consequent to a previous summons had not been complied with and the latrine was in a very dirty state when he visited it.

It was then disclosed that the latrine in question was used by the servants and was common to all the flats in the house.

Mr. Russ admitted that in that case his client was legally responsible. He could think of no legal reference to fall back upon to prove to the contrary.

His Worship: In fact you plead guilty but are trying to mitigate the offence? (Continued on next Column).

"LOVES OF CARMEN."

DOLORES DEL RIO AT THE QUEEN'S.

UNUSUAL AND INTERESTING PICTURE.

[BY OUR FILM CRITIC.]

There may be some people who, having read the advertisements of "Loves of Carmen," have supposed it to be an even frailer film than "Flesh and the Devil" and have in consequence decided not to see it. If there are any such let me hasten to reassure them. There is all the difference in the world between the sinking sinuosity of Greta Garbo and Dolores del Rio.

Perhaps because she is acting again with Victor McLaglen, Miss del Rio's "Carmen" is a sister of the very charming heroine of "What Price Glory." Neither of them are morally correct young women but both are extremely attractive. "Loves of Carmen" does not offer the heroine such a good rôle as "Resurrection" did; in fact she is required to do little except be the alluring gamine but that she does extraordinarily well.

Carmen works in a cigar factory in Seville and has all the men of the town, especially the municipal guards, at her feet. That the ladies like her less is illustrated in a quarrel in the factory in the course of which Carmen and her antagonist fighting like wild cats tear off most of each other's garments.

There are two big parts for men, that of the police officer José played by Don Alvarado, who loves Carmen and gets himself disgraced and exiled for her sake, and "Escamello," the bull fighter (Victor McLaglen) whom the gipsy girl pursues and finally wins for her lover. Miss del Rio may appear, from what we have been reading lately in the Home papers, to be one of Hollywood's spoiled exotic beauties, but she has to go through far more hard knocks in this film than do either of the men. "Escamello" is by way of being a spoiled darling himself and professes to have no use for women. He flings Carmen into the road on more than one occasion, and until she cuts her Samson's hair she suffers many things at his hands.

Poor "José" is despite his weakness never a dispicable character. "Carmen" as Miss del Rio plays her is so brilliant, tantalising and lovable a character with all her faults that you feel considerably more sympathy for José than for the blustering torero.

There are some interesting bull fight scenes and the general stage craft, costumes and settings are excellent. "Loves of Carmen" is a film to see and one which you will enjoy and go to a second time.

CINEMA NEWS.

"THE BRUTE."

Photographed in the picturesque district of Death Valley, California, "The Brute," a powerful story of love and hate, will be shown at the Star from to-day to Saturday. Scenes of the Oklahoma oil rush are vividly presented and tell how a quiet man became a fighting hero for the girl he loves. A good cast is headed by Monte Blue, Leila Hyams and Clyde Cook.

Mr. Russ: That might be the inclination of my plea.

Inspector White: The woman is also the owner of other houses in the row.

Mr. Russ: Now, I object to that. Mr. Lindsell (to witness): Confine yourself to the facts of this case.

Mr. Russ: I am sure the Sanitary people will not be vindictive if they are assured that it is clean now.

Mr. Russ asked for a light fine. His Worship made it \$50, and issued an order for the latrine to be cleaned within 48 hours.

On behalf of his client, Mr. Russ then asked for time in which to pay the fine.

His Worship: Twenty-four hours. Otherwise a warrant will be issued. The alternative is four weeks.

A MORE LUCRATIVE EMPLOYMENT.

A Chinese ex-constable on leaving the force, took to what he considered a more lucrative employment by opening a gaming house in Temple Street, Yaumatei. But he overlooked the obvious fact that his shady enterprise would not for long escape the vigilance of his former colleagues.

His place was raided and he was fined \$50 by Mr. W. Schofield at the Kowloon Magistrate's. Five other men who were arrested while having a "fitter" were each fined \$3. A general manager was charged with a caution because he gave evidence to prove who was the keeper of the house.

AUTOGYRO THRILL IN MID-AIR.

VERTICAL DESCENT WITH ENGINE STOPPED.

FLIGHT ACROSS ENGLAND.

The autogyro, the "windmill" air plane, which is the first successful attempt to solve the problem of vertical descent, recently completed a successful tour of 3,000 miles.

It is a wonderful achievement for the inventor, Señor da Cierva, the pilot, Captain Rawson, and the machine. The special correspondent of the Daily Express, who flew on the last lap of the tour, from Bristol to Southampton described his experiences as follows:—

It was the most wonderful flight I have ever made, culminating in a vertical descent from 3,000 feet. A storm swept across Filton Aerodrome as we taxied across, and I crouched low in the cockpit, with the rain lashing the machine.

We took off perfectly, and five minutes later were in "sunshine" with Bristol, a city of towers and spires, to the right. "Traffic" stopped as the autogyro passed low over the street. The windmill air plane is certainly like nothing on earth in appearance. A number of people hurried indoors—to sign the pledge, I think.

Saucer Of Hills.

"We followed the railway until we passed over that great saucer of hills in which Bath lies—the city, terraced white in the sunshine, gauding her abbey."

Then we crossed the hills, and followed the Nightingale Valley to the little village of Freshford, circled my father's house—I could see him plainly, evidently exclaiming that wherever else we made vertical descents, there would be trouble if we landed in his garden. I opened up the engine again hurriedly.

The White Horse of Westbury stood up against the side of Salisbury Plain. He is a sedate horse, and in all his hundreds of years has never shied or bolted, but he nearly did when he saw that piece of Dutch landscape, the "windmill" air plane.

Cloud shadows chased each other across the plain for mile after mile over golden corn and the hard burnt green of the turf, over Overbury, over Stonehenge, till at last we came to Salisbury with her "Finger of God" pointing past us to the sky.

A few minutes later a gleam of silver showed ahead—Southampton Water. We swept over the great liners in dock. A seaplane shot out of one cloud ahead and disappeared into another. We roared through the wet-lined blanket of a storm cloud and passed over another.

Cloud Reflection.

Here I saw the most beautiful shadow effect. The machine with whirling wings was reflected perfectly on the white surface of the cloud below but was surrounded by a complete circular rainbow of glorious colour. It vanished, and we were over Hamble.

There is no banking and diving in order to descend as in an ordinary airplane. You simply shut off the engine and there is almost complete silence. Actually, you are moving very slowly, but it is imperceptible. You cannot even feel that you are coming down. There is only the whirr of the rotating vanes. It is more terrifying to stand still in the heavens than to fly at 200 miles an hour.

"Do you like it?" called Rawson.

"Frankly," I replied, "No, but I daresay it is nice when you're used to it."

We made a perfect vertical landing. Señor da Cierva has certainly shown that he can produce a craft of practical value.

MOTHER CHARGES SON.

BOY HIS PARENTS CANNOT MAKE HONEST.

Lawrence Edward George Townsend, aged 15, of Browning Road, Enfield, Middlesex, was charged at Enfield with stealing 5s. belonging to his mother.

The mother said that she put 7s. 6d. in a kitchen cupboard and went out for ten minutes. On her return 5s. was missing. She informed the police and made a charge against her son.

The father said it was not the first time the boy had stolen money, but hitherto they had been unable to catch him. He had punished the boy and tried everything to make him honest, but had been unsuccessful.

It was stated that whenever the boy had been accused by his mother of having stolen money he had fought her. He had given her several bruises because she charged him with this theft.

The chairman, Mr. Stearns, said the Bench would give the boy one more chance by binding him over for two years.

The father asked if the boy could be sent to sea, and was told he would have to see the probation officer.

The Stars of "What Price Glory"

in another outstanding picture made by the same brilliant director—A dazzling story of old Seville produced on a splendid scale!

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WARNER BROS. present

MONTE BLUE in "The BRUTE"



With LEILA HYAMS AND CLYDE COOK
AT THE STAR TO-DAY TO SATURDAY
Continuous 2.30 to 11.15.

ROMANCE OF SHAUN SPADAH.

STRANGE HISTORY OF GRAND NATIONAL WINNER.

Mr. Thomas Killian, whose death at Mullingar Co. Westmeath, Ireland, occurred last month, was a staunch patron of the Irish Turf, and many good horses carried his colours of canary jacket and green cap. His name will always be associated with Shaun Spadah, who won the Grand National in 1921, for Mr. Killian gave the horse to his trainer, Mr. R. Cleary, who afterwards sold him to Sir Malcolm McAlpine, in whose colours he won the big event at Liverpool.

Shaun Spadah had a romantic history, for his sire, Easter Price, was once sold for 14s. 6d., and later for 23s. and then ended his days pulling a tinker's cart. The tale of his sale for 14s. 6d. is as follows: Mr. John James was the owner of the horse and meeting his friend, Mr. Patrick Delaney, in a Dublin Club one day, he tried to persuade him to buy the horse. Mr. Delaney said: "I'll pay his fare from the Curragh if it is not more than a pound and that's all I am going to give you." The fare turned out to be only 14s. 6d., whereupon Mr. Delaney handed Mr. James a sovereign and demanded his 1s. 6d. change. Some time later, Easter Price won a hurdle race at Ashdown.

Mr. Delaney's colours, and Mr. Delaney rubbed in the bargain by (Continued at foot of next column.)

BRUSSELS TO CAPE TOWN BY CAR.

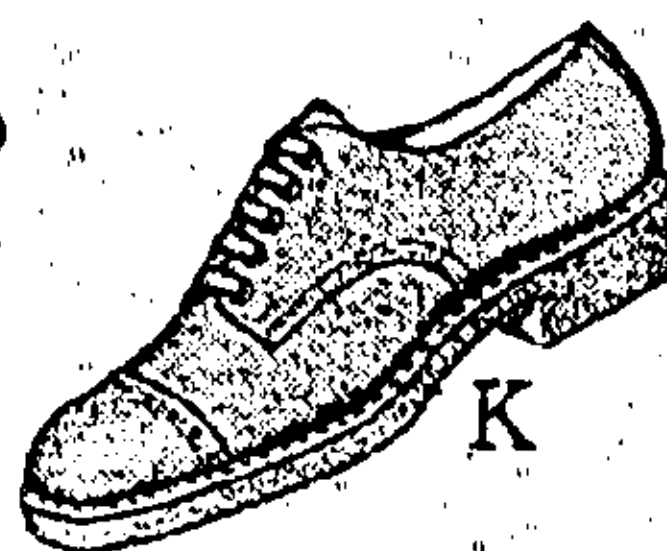
BELGIAN OFFICERS' FEAT.

The Belgian motor-car expedition which left Brussels on May 13th arrived at Cape Town on August 23rd, having covered the distance of 17,000 miles in just over three months. The members of the expedition were Lieuts. Lagrange, Fabry, and Carton de Wiart, of the Belgian Air Force. Largely as a result of the work done by the expedition, which surveyed a proposed air route, it is probable that a weekly air service will be started within the next two years from Belgium and France to the Belgian Congo, as well as to Nigeria and French Equatorial Africa.

The cars used were F.N. 1,400cc. of standard model. The success of the expedition shows that it is a misconception that only cars of American manufacture are suitable for the conditions of travel in undeveloped countries. In spite of the fact that the expedition's cars were of light power, they covered some of the worst imaginable terrain and overcame almost unprecedented difficulties. No other car of the same horse-power has yet attempted the same journey under similar conditions.

Inviting his friend, Mr. James, five hundred pounds to one hundred pounds about the horse.

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THE IMPORTANCE OF A LABOUR CONTRACT.

MR. JUSTICE JACKS' VIEWS.

HOW AND WHEN TO PAY LABOUR CONTRACTORS.

Mr. Justice P. Jacks, in the course of a judgment delivered at the Summary Court yesterday, made some interesting comments on the practice of building contractors making a sub-contract with a labour contractor. He said: "A contract for the supply of labour seems pre-eminently one in which reasonable payments should be made from time to time. It is very different from a building contract. A labour contractor has to pay his men daily or almost daily if he is to keep them satisfied and at work. They expect to be paid in full for work done irrespective of the progress of the work. He gets no long credits on building material and the like, such as a building contractor could get."

His Lordship went on to say, "I would add that in contracts of this kind it is most important that there should be some memorandum in writing stating the terms agreed on as clearly as possible, the more so in view of the fact that labour contractors are not usually men of substance and liberal education."

These comments were made by his Honour in his judgment in a case in which Tsang Shing Kee, a labour contractor, sued the The Wing On Lung firm, for \$861.18, being balance due on a verbal contract to supply masons for the masonry work in connection with the erection of six dwelling houses on Inland Lot No. 694, situated in Western Street.

Mr. A. J. Arculli appeared for the plaintiff, and the defendant firm was represented by Mr. M. K. Lo.

THE JUDGMENT.

The judgment reads as follows:—

This is an action in which the plaintiff who is a labour contractor seeks to recover from the defendant who is a building contractor the sum of \$861.18 being the balance due on a verbal agreement to supply masons for the masonry work in connection with the erection of six dwelling houses on Inland Lot No. 694, situated in Western Street, Victoria.

The defendant claims damages for breach of the agreement which they have limited to \$1,000 in order to bring their counter-claim within the jurisdiction of this Court.

The Facts Outlined.

The facts are as follows: The defendant entered into a contract with the building owners on March 2nd, 1927 to construct six houses on Inland Lot No. 694 in accordance with a plan and specification, the date for the completion of the houses being November 30th, 1927. Some four or five months later the defendant entered into an agreement with the plaintiff, under which the plaintiff agreed to supply labour for all the masonry work on the six houses for the sum of \$3,400.

The date of this agreement is disputed, but the defendant's manager admitted that the plaintiff's men could not commence work until October 7th, as the defendants had not laid the concrete before then. At this date, seven months of the defendant's contract time for building the houses had elapsed and less than two months remained. During the ensuing five months that is until March 7th, the work apparently proceeded smoothly. The plaintiff said he had no complaint as regards payments and the defendant said they were satisfied with the progress of the work up to that date.

What happened on or about that date? The plaintiff's men ceased work and although he appears to have had men there until late in April, he himself said that he visited the site every day from March 7th, to April 23rd, and saw no work going on. The evidence of the defendant's witnesses confirms this. The defendant eventually got another contractor to finish the work, and now counterclaim for the expense incurred thereby, damages for breach of contract and the cost of protecting the men employed to finish the work.

The Cause of the Dispute?

What was the real cause of the dispute which arose between the parties on March 7th? Neither side contends that it was a question of whether the work was finished or not. It resolves itself into this, I think. The work was practically finished Mr. Hall confirms this, and the defendant's bill for completing the work left undone by plaintiff did not amount to more than \$330, and this is probably more than it would have cost had the plaintiff continued. The plaintiff said that he was satisfied with what he was paid up to that date, but I find that his own accounts show that he received more during the five weeks which preceded that date, and yet he was not satisfied. He apparently did no more work until his men were driven off the site on April 23rd. No evidence has been given as to what payment the plaintiff asked for on March 7th, but it seems clear that the defendant refused to pay him more than 70 per cent, so he ceased work.

Who was in the wrong—the plaintiff or the defendant? Turning to the agreement which they made, I find that it is verbal, unless the memoranda made in the books of the respective parties can be regarded as a written contract, but these memoranda contain nothing beyond a statement of the price agreed on which is not disputed. The defendant has endeavoured to incorporate the terms of their contract with the building owner, and the specification, in their agreement with the plaintiff; on the ground that these were shown to him before he delivered his tender. He stoutly denied this and said that he only saw the plan from which alone he made his calculations. Much of what is contained in the defendant's contract with the building owners and the specification would not concern the plaintiff at all, other parts might or might not apply to him, and even those portions which might apply, ought not, I think, to be applied unless specifically mentioned. On the whole I am of opinion that, in the absence of express agreement, no part of the defendant's building contract and specification applies to their agreement with the plaintiff to supply masons for the work which is a contract of a different nature.

We are accordingly left with no express provisions with regard to (a) time within which the work was to be completed; (b) how and when the plaintiff was to be paid; and (c) the method in which any dispute between the parties was to be settled or who was to decide when the work had been satisfactorily completed so far as the plaintiff was concerned.

The Time Limit.

With regard to the time limit the plaintiff has denied that he ever agreed to any. He refused to be bound by any but he could not be allowed to take such time as he pleased. It is obvious he could not complete by November 30th, and there is no evidence that any other date was communicated to him.

We can only fall back on what was a reasonable time. The defendant has admitted that the plaintiff could not commence work until October 7th. Mr. Hall, an architect of some years' experience, has stated that six months would be ample time. I agree that this is reasonable and am of opinion that in the absence of agreement the plaintiff should have finished his work on or before April 7th.

With regard to the second point as to how payment was to be made, this usually varies according to the terms of the contract, but the contract here made no provision for payment. It has been laid down that where the contract does not make completion a condition precedent to payment there may be an implied stipulation on the part of the employer to pay from time to time a reasonable sum to the contractor during the progress of the work (The Tergeests, 1903, P. 26).

The Supply of Labour.

A contract for the supply of labour seems pre-eminently one in which reasonable payments should be made from time to time. It is very different from a building contract. A labour contractor has to pay his men daily or almost daily if he is to keep them satisfied and at work. They expect to be paid in full for work done irrespective of the progress of the work. The plaintiff was paying away cash in wages all the time. He got no long credits on building material and the like, such as a building contractor could get.



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I Can't Do Without You (Berlin)

JESSE CRAWFORD

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Blue Danube Waltz (Strauss)

Wedding Dance—Waltz (Lincke)

INTERNATIONAL CONCERT ORCHESTRA

No. 35927, 12-inch

Rosette (Newman-Lombardo) Pipe Organ

For Old Times' Sake (De Sylva-Brown-Henderson)

JESSE CRAWFORD

No. 21503, 10-inch

Fantasia and Fugue on "B.A.C.H."—Part 1 (Liszt) (Recorded in Europe)

Fantasia and Fugue on "B.A.C.H."—Part 2 (Liszt) (Recorded in Europe)

GUY WEITZ

No. 35928, 12-inch

Honolulu Sweetheart Of Mine (David-Stanley)

Along Miami Shore (Warren-Snodgrass)

HILE HAWAIIAN ORCHESTRA

No. 21556, 10-inch

POPULAR DANCE AND VOCAL RECORDS

Doing Things Violin and Guitar with Piano

Wild Cat (Fisher) Pipe Organ

JESSE CRAWFORD

No. 21561, 10-inch

The Sidewalks of New York—Medley

Harmonica with Guitar and Mandolin

In the Good Old Summer Time

Medley Harmonica with Guitar and Bells

EDDIE JORDAN AND HIS EAST SIDE BOYS

No. 21563, 10-inch

Daffy Ditties—Part 1 and Part 2

With Piano

CLIFF FREED

No. 21460, 10-inch

Chloe (Song of the Swamp)

Male Quartet With Piano

Ready for the River

Male Quartet With Piano

THE BOUNDERS

No. 21552, 10-inch

Oh! You Have No Idea JOHNNY MARVIN

I'm Tired of Making Believe WEA

Violin, Cello and Piano

HAROLD YATES

No. 21509, 10-inch

Was It a Dream? With Piano

THE REVELERS

Beautiful Male Quartet With Piano

NATIONAL CAVALIERS

No. 21516, 10-inch

Memories of France

Old Pals Are the Best Pals After All

GENE AUSTIN

No. 21545, 10-inch

That's My Weakness Now

Get Out And Get Under the Moon

HELEN KANE

No. 21557, 10-inch

Giggling Gertie With Piano

Must You Wear a Moustache?

With Piano

THE HAPPINESS BOYS

No. 21529, 10-inch

Too Busy!

Male Quartet With Violin, Harp and Piano

Waltin' For Katie With Harp and Piano

THE FOUR RAJAHS

No. 21550, 10-inch

A Mother's Plea With Violins and Guitar

Since Mother's Gone

With Violins and Guitar

BUD BILLINGS

No. 21555, 10-inch

Dusky Stevedore—Fox Trot

With Vocal Refrain

When Sweet-Sadie Goes Steppin' By

Fox Trot

NAT SHILLER AND THE VICTOR ORCHESTRA

No. 21515, 10-inch

Pickin' Cotton—Fox Trot

(from George White's Scandals)

With Vocal Refrain

GEORGE WHITE AND HIS MUSIC

Blue Grass—Fox Trot

(from George White's Scandals)

With Vocal Refrain

JOHNNY HAMP'S KENTUCKY SKEWNADES

No. 21512, 10-inch

You're A Real Sweetheart—Fox Trot

With Vocal Refrain

Lonely Little Bluebird—Fox Trot

With Vocal Refrain

ROGER WOLFE KAHN AND HIS ORCHESTRA

No. 21510, 10-inch

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Chater Road

It would appear that on March 7th, the work was so near completion that the plaintiff considered that he was entitled to considerably more than 70 per cent. of the contract price. He could not get it and refused to go on. Very little was involved, not more than \$330, and I consider that the defendant should have met any reasonable demand of the plaintiff in a liberal manner instead of insisting on paying no more than 70 per cent. and by holding out in the way they did. I consider the defendants are responsible for all that followed.

No evidence of custom or rules of any guilds has been put before me. It has been held that knowledge of the terms of the principal contract is not sufficient to prove that a sub-contractor agreed with the principal contractor to be bound by the terms of the principal contract. Thus, if the sub-contractor properly completes his part of the work his right to payment will not depend on the certificate of the architect, notwithstanding that it is a condition precedent to payment to the principal contractor (Lewis v. Housie, 1881, 44 L.T. 66). It has also been held that a clause in the principal contract referring to disputes between the employer and the contractor to arbitration will not be incorporated impliedly so as to refer disputes between the contractor and the sub-contractor to arbitration (Goodwin v. Brand).

It is unfortunate that the parties could not settle their dispute forthwith. It was a small matter and both parties were men with 20 years' experience. The defendant had a heavy penalty clause in their contract with the building owners, which was running against them. They were unsatisfactorily haggled over a trivial matter with the plaintiff for five or six weeks.

In my opinion the remedy lay with the defendants. It would have been better for them to have paid the plaintiff every cent he claimed rather than allow the penalty clause in their contract with the building owner to come into operation. On the evidence I find that the defendants committed a breach of their agreement with the plaintiff by refusing to pay him a reasonable amount for the work done. There may, of course, have been difficulties such as local custom, rules of guilds and the like, but no evidence with regard to these has been placed before me and in the absence of such evidence my view is that it was a small matter which should have been settled amicably in a few days.

Judgment For Plaintiff

In conclusion I would add that in contracts of this kind it is most important that there should be some memorandum in writing stating the terms agreed on as clearly as possible, the more so in view of the fact that labour contractors are not usually men of substance and liberal education. In cases of this kind it is not desirable to endeavour to incorporate the principal contract in a general way as so much of it does not concern a sub-contractor for labour. The particular clauses which it is intended to supply should be either specially referred to or better still actually incorporated in the sub-contract.

I do not believe the plaintiff was as near the completion of his contract as he claimed to be and I do not feel that I can give judgment for the full amount he seeks to recover.

I give judgment for the plaintiff on both the claim (for \$500) and counterclaim with costs.

SENDING COINS BY POST.

G.P.O. INSTITUTES FIRST ACTION.

R.A. OFFICER SUMMONED.

The first case to be instituted by the Post Office Authorities for sending of coins in letters since an announcement was made recently in the Press pointing out that this was an offence was heard yesterday morning by the Kowloon Magistrate, Mr. W. Schofield, when Capt. O. F. Browne, of the Royal Artillery, was summoned for enclosing coins in a letter sent to Calcutta on September 17th.

Capt. Browne admitted the charge saying that he was responsible for everything that took place in his Battery office. He, however, did not know that coins were enclosed in the letter until he received the summons. He further explained that he had occasion to send a small sum to Calcutta, and he handed the money to his Pay Sergeant for remission to India. He signed the letter but omitted to tell the sergeant to get a money order.

Mr. T. M. Perpetuo, Assistant Superintendent of Mails, told his Worship that the sending of coins in letters afforded temptation to porters and other employees of the Post Office. The prosecution, Mr. Perpetuo said, was not pressing the case.

In answer to the Court, Mr. Perpetuo said that there was no objection to paper money being enclosed in letters, but it would be safer for the sender to purchase a money order.

The Magistrate said that a caution would meet the case and remarked that it was inadvisable from all points of view to send coins by post.

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FRENCH CONSULATE
IN CANTON.

FORMAL RENDITION.

SYMBOL OF FRIENDSHIP BE-
TWEEN TWO REPUBLICS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 26th.

The French Government, through its representative, M. Andre Danjou, Consul-General in Canton, has formally given back its old Consulate premises on Wai Oi Road to the Chinese Government. The exchange of notes and the signing of the official documents took place on Tuesday afternoon at the French Consulate at Shamoen before several leading representatives of the two Governments. Dr. Chao Hsin Chui, Vice-Minister of the Nationalist Government and Commissioner for Foreign Affairs of Kwangtung, represented China. The whole of the French Consulate were present as well as the Captain of the French gunboat off Shamoen.

Both Dr. Chu and Mr. Danjou spoke on the significance of the act.

The French Consul-General had already visited the Canton Foreign Office on Monday morning to call on Dr. Chu, who gave him the official documents to sign.

The French Consul spoke on Tuesday of the friendly relations now existing between France and China. He said the rendition of the old French Consulate in Canton to the Chinese Government was a most significant act in the diplomatic relations between the two Republics. This old French Consulate was obtained as a privilege from the Chinese Government some 70 years ago. To-day the relations between France and China were most cordial and this existing cordiality was daily increasing. The French Government, in view of this friendly feeling, was quite willing to forget past misunderstandings and to foster this existing friendly spirit between the two nations. It was Dr. Chu who had raised the question of the rendition of the old French Consulate and he recognised that this was an opportunity for promoting friendly relations. He then notified his Government, which willingly agreed to an unconditional rendition.

In conclusion the French Consul-General paid a warm tribute to Dr. Chu, describing him as a diplomat of international fame, who had served China as her chief delegate to the League of Nations.

Dr. Chu in response thanked the French Consul-General for the part he had played in this matter and was very gratified to hear so eloquent an expression of French goodwill towards China.

CANTON'S SUN YAT SEN
MEMORIAL.MAGNIFICENT AND
CONSPICUOUS.

Since work was commenced in March last year, the construction of the Sun Yat Sen Memorial Hall on Tak Shuen Road has been pushed forward steadily according to plan, and its completion in the near future is now expected, says the Canton Gazette.

In order to enhance the magnificence and conspicuousness of the building, the Preparatory Committee in charge of the Memorial Hall Construction, of which Marshal Li Tsai Hsin is the chairman, has decided to erect a gigantic monument on Yuet Shou Hill (more popularly known as the Hill of the Goddess of Mercy). This monument will be some 120 feet in height, and on the four sides of its base will be inlaid marble panels on which will be engraved eulogies composed by leaders in the various provinces. A circular telegram has been issued by the Preparatory Committee to all military and civil organisations inviting the submission of eulogies for this purpose.

The construction of this memorial was decided upon at a meeting held in memory of the late Dr. Sun in April of the 14th year of the Republic, but the actual work could not be commenced owing to various difficulties.

RICH OVERSEAS CHINESE.

WUCHOW'S EFFORTS TO LURE
THEM.MONEY WANTED FOR
MODERNISATION.

[FROM OUR CHINESE CORRESPONDENT.]

Wuchow, Sept. 26th.

Wuchow is still mainly an old city of wooden houses but there are several miles of asphalt roads on which two public garages have been built and local officials' own Fiat, Ford, Chevrolet, B.S.A., and other cars. The Municipality have an electric light plant and a telephone exchange and are promising to start work on the water works within a month. Mr. H. H. Ling, Commissioner of Public Works, who has been responsible for the rapid improvement along all lines, is a brother of Mr. Andrew Ling, the Chinese Headmaster of St. Stephen's College, Hong Kong. Mr. H. H. Ling is an American returned student.

The head office of the Provincial Bank of Kwangsi is at Wuchow. This bank does all exchange and banking business, it having correspondents in all large cities in China and in Europe and America.

The Provincial Authorities of Kwangsi are making every effort to persuade overseas Chinese to return home and invest in China the fortunes made abroad. Recently the Province sent a trade commissioner to the Straits, and he is now returning with a group of overseas Chinese capitalists who expect to arrive at Wuchow from Hong Kong before the end of September.

Over at Samkotsui, on the south bank of the river, are several important establishments, including the ammunition factory.

The Provincial Authorities are helping Wuchow by exempting native-made cloth exported through that port from *likin* and other imposts.

It used to take eight or nine hours to travel from Jueghsien to Wuchow, but since the opening of motor traffic, the bus service has reduced this to under 40 minutes. Some 40 to 50 small steamers and motor launches call at Wuchow every day.

On September 15th, Wuchow saw the completion of a new telegraph office, fitted with five sets of instruments for communication with towns in Kwangtung, Kwangsi, Yunnan, Kweichow, and other provinces.

Wuchow is also making rapid progress in education. There were about 30 modern primary schools in Wuchow and vicinity in 1923, but latest statistics give 200 schools. In Wuchow, there is a public normal school, a middle school, and a number of technical institutes.

Hotels in Wuchow are tolerably clean, but they are noisy, on account of many people using these premises for entertaining purposes.

The currency nuisance in Wuchow is not so great as in Canton. In Wuchow, only one currency—the Kwangsi Bank notes and Kwangsi Government small coins is accepted.

NO KITES IN CANTON.

YOUTHFUL DISREGARD OF
PUBLIC PROPERTY.

The Bureau of Public Safety, Canton, has circulated an order to the various police stations, says the Canton Gazette, ordering that restrictions on kite flying by children be strictly enforced. Kite flying is already prohibited by a notification announced some time ago, but the order is now repeated as the Bureau is in receipt of a letter from the Intelligence Corps of the Military Headquarters stating that many of the telephone wires put up by them have been damaged by the kite strings. Much trouble is caused to the Military Headquarters, as although the wires are constantly being repaired, they are just as often being put out of action by the kite flyers.

It is recognised that kite flying is an innocent past-time enjoying wide popularity, but these measures have become a necessity owing to the utter disregard shown for the safety of the telephone wires, which from the military point of view, are of prime importance.

TAXES IN SWATOW.

OPPRESSION OF THE
MERCHANTS.NO RELIEF FROM THE
GOVERNMENT.

[FROM OUR OWN CORRESPONDENT.]

Swatow, September 24th.

The trouble between the merchants and the Inland Tax officials continues. Although delegates have been sent by the merchants here to the Central Government in Nan-king, praying that taxation might be lessened, and telegrams supporting the appeal, have been sent to the same quarter by the Chinese Chambers of Commerce in Hong Kong, Shanghai, Bangkok, Saigon and the Straits, no satisfaction has been obtained.

It appears likely, therefore, that the present struggle will drag on indefinitely with the merchants gradually being forced to give way. When the orange and vegetable season starts in November the export trade, which amounts to millions of dollars each year, must be resumed. Otherwise what will the growers do with their crops? They cannot afford to let their produce rot.

The new mayor, Mr. Chen, a returned student from Japan, assumed charge a few days ago. The former mayor, Mr. Wong, was also, I believe, a student in Japan. The mayor's private secretary is Mr. Tam, a graduate of Stanford University, California. He has held office for some time having served in his present capacity under Mr. Wong. These returned students talk a great deal about Sun Yat Sen's three principles. It would be very much better for everyone if they acted a little more in accordance with those ideals.

It is reported that the present military governor, General Chue Keng Tong, will shortly be replaced by General Chen Ming Shu.

Importers of piece goods are now called upon to pay 5 per cent. Maritime Customs duty, 2½ per cent. inland surtax and 1 per cent. for the famine relief fund. In addition there are *likin* charges amounting to 3½ per cent. *ad valorem*. Hitherto the *likin* has been farmed out to the highest bidder but these collectors lost money on the deal and now the General has appointed his own official. The *likin* Bureau, however, is not satisfied with the importers' invoices but values the goods according to its own judgment and frequently, as may be imagined, the value of the goods is largely over assessed. Should the importer dare to protest he is liable to be fined heavily or arrested.

It is reported that yesterday the Bureau over assessed goods imported by a German firm—Messrs. Melchers & Co. The firm protested vigorously but to no purpose. When the long talked of tariff autonomy comes into force let us hope that the Foreign Powers will insist upon one duty only being charged. The thousand and one forms of taxation now being levied should be swept away and all duties paid through the Maritime Customs. That is the only method of putting trade on a reasonably secure basis.

The arrangement to send little King Michael of Rumania to a school where he shall mix with other boys of various ranks is commendably democratic, but it may be hoped that he will not suffer after the fashion of another prospective ruler in somewhat similar circumstances. The late Duke of Genoa, when a Harrow schoolboy of 15, was elected King of Spain by a unanimous vote of the Cortes. Until then he had been very happy at the school on the Hill, but though he was quite popular, and no one had the slightest grudge against him, everyone, after the announcement of his election, went out of his way to kick him. Why? Just to be able to say in after-life, as one of them explained of Spain, "As his cousin the King of Italy, fearing dynastic complications, forbade the acceptance of the crown, the poor Duke got all the Harrow kicks and none of the Spanish half-pence."

LADY STUART
TAYLOR.PRESENTATION AT
GOVERNMENT HOUSE.MRS. SOUTHERN'S APPRECI-
ATION OF SERVICES TO
GUIDES.PROCESSION OF SMALL
"BROWNIES."

Lady Stuart Taylor, who has been to quote Mrs. Southern, "a tower of strength to Hong Kong Guiding" is shortly leaving the Colony for home. Yesterday afternoon she received a farewell gift at Government House from the Guides. Mrs. Southern who made the presentation spoke most eloquently to a large number of assembled guests. Guides were there and were entertained to tea in the banquet hall. Not the least charming sight was a procession through the hall of young mothers with very small "Brownies" who were given an excellent tea on the verandah. These embryo guides were not in uniform, but in their best bibs and tuckers, and were all very round eyed and excited. One small girl told an A.D.C. that she was going "to see the King." The presentation took the form of a "Book of Remembrance" containing the names of all Hong Kong guides and local sketches and photographs.

MRS. SOUTHERN'S SPEECH.

Mrs. Southern said: One of our Guide Laws enjoins that "A Guide smiles and sings under all difficulties." But I protest that it is impossible either to smile or to sing when faced by the difficulty of saying Goodbye to Lady Stuart Taylor. I don't believe the law applies to so hard a case. In any event we are not met here together for you to see me smile or to hear me sing. This large gathering is a visible sign of the affection in which we hold Sir Eric and Lady Stuart Taylor.

I include Sir Eric for three reasons: First of all, he is a good friend to all of us in general, a good friend to the Scouts in particular, and thirdly, if I may make a professional reference, he has been prescribing good tonics for our bodies, while Lady Stuart Taylor has been giving us that best of tonics for the mind—Guiding.

I am not going to dwell on this parting from these two good friends. We want to spend as much time in their company as possible and not listen to speeches. I have been asked to present to Lady Stuart Taylor on behalf of all interested in Guiding in the Colony this book, "A Book of Remembrance." It will contain when completed the signature of every Guide in the Colony. It is adorned by charming watercolours of Hong Kong flowers by our friend, Mrs. Aubrey. It is full of Guide photographs and sketches and we hope it will be a happy reminder to Lady Stuart Taylor of all the splendid work she has done for the Guide Movement in this Colony.

Lady Stuart Taylor has been a tower of strength to Hong Kong Guiding, and it has been a joyful thing to work with her and to realise her wonderful efficiency and keenness and to enjoy her sense of humour, which is the greatest asset in all work and at all times, but especially in Guiding, which is founded on play and cheerfulness and good fellowship. We do hope that Lady Stuart Taylor will like our humble offering, and that it will recall us as often to her memory as she will be present in ours. In all I have said I know that our President, Lady Clement, would wish to be associated heartily. We wish Sir Eric and Lady Stuart Taylor all happiness and success in their life in England. (Applause.)

All Round Cord.
Miss Leila Clarke, Captain of the 1st Hong Kong Rangers, was then presented with the All Round Cord, a recognition of general efficiency in Guiding awarded by Headquarters. The cord was put on Miss Clarke by Lady Stuart Taylor who said that the award was due for the very excellent work for Guiding in the Colony done by the recipient.

Tennis Tournament.
After the presentations a Tennis Tournament for the Guides arranged by Miss Marybud Hancock was held and a cup very kindly given by Mrs. Dyer was handed to the winners by Lady Stuart Taylor.

(Continued on next column.)

MUI TSAI WHO RAN AWAY.

MAN FINED FOR TAKING
HER IN.

HIS WIFE CAUTIONED.

Leung Sui Ting and Lui Sap, a Chinese husband and wife, were before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon on charges of kidnapping and harbouring a little girl age 13.

Mr. R. A. D. Forrest, of the S.C.A. prosecuted and the defendants were not legally represented.

Yeung May Suen, a Chinese *mui tsai* said that she was thirteen years of age and worked for a lady in Wanchai. She was not very happy with her and was often beaten. On August 26th after being severely beaten by her mistress she decided to run away. She wandered to Central where she was accosted by the first defendant who asked her where she was going. She replied that her mistress had beaten her and that she did not wish to return home. He suggested that she should come and live with him and was taken to the defendant's house in Mongkok, Kowloon. She stayed there a few days with the man and his wife.

Asked if he had anything to say the defendant said that he had merely taken the girl home and that she had freedom to do what she pleased. She remained at his house at her own wish.

The girl was again questioned and said that she could not complain of the manner in which they treated her. She had plenty to eat and was allowed to go and come as she pleased.

The Magistrate then remarked to Mr. Forrest that the abduction charge would then fail, to which Mr. Forrest said that he had not previously been aware of the evidence given that day and was prepared to drop that charge. As regards the wife, the Magistrate said that she had nothing to do with the harbouring and it would hardly be fair to punish her.

Mr. Forrest agreed again that she was probably acting under the influence of her husband.

The Magistrate dismissed the first charge against both defendants. The first defendant had, however, taken the girl into his household and had made an admission of the second charge.

The Magistrate imposed a fine of \$100 with the alternative of six weeks' imprisonment on the first defendant and discharged the wife with a caution, pointing out that she should have reported the girl's presence to the Police Station.

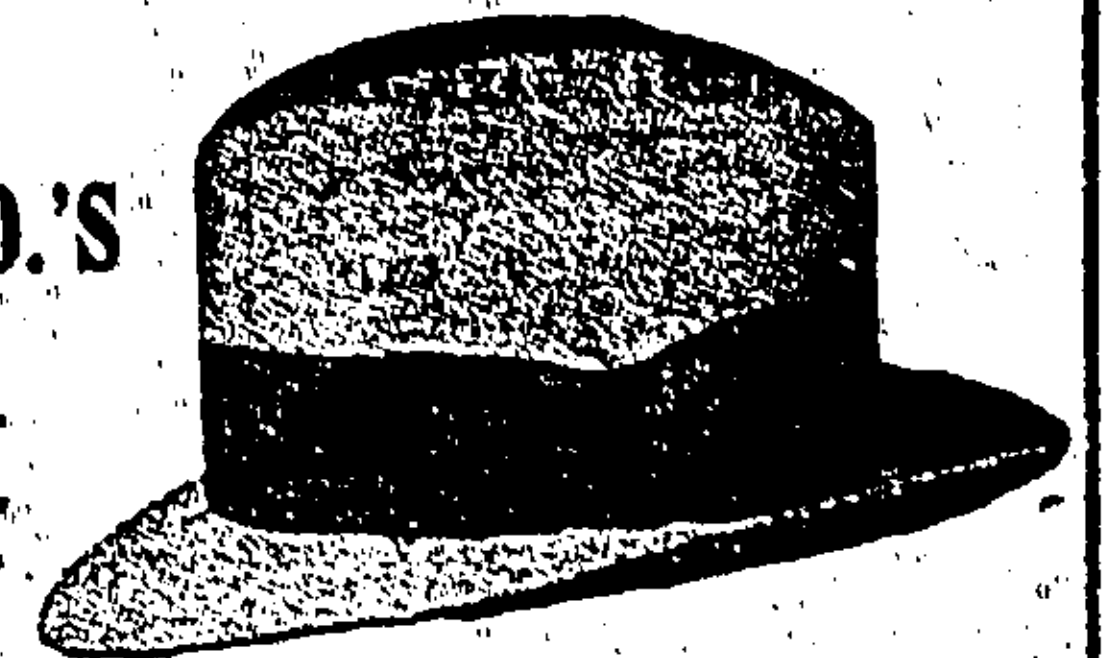
The tournament was won by the 1st Hong Kong Rangers (Miss Taylor and Miss Herd) with 20 points. Three points behind then came the 2nd Kowloon Company represented by Miss T. Ellis and Miss M. Chan, while the 1st Kowloon Company (Miss K. Chester and Miss A. Hosford) were third with 12 points.

A large number of balloons were given to the "Brownies" who very much enjoyed their visit to Government House.

Guide Officers.
Mrs. D. R. Kinloch has kindly consented to act as Hon. Secretary in place of Lady Stuart Taylor. Mrs. B. G. Grigor will assist her, and Mrs. J. D. Danby will act as Badge Secretary.

The Vice-Presidents are:—Mrs. F. H. Carvalho, Lady Chow, Mrs. H. T. Cressy, Mrs. R. M. Dyer, Mrs. R. Hancock, Lady Ho Tung, Mrs. R. H. Kotewall, Mrs. Pauli, Mrs. C. C. Luard, Mrs. C. G. Mackie, Mrs. F. Matland, Mrs. J. M. da Rocha, Mrs. W. T. Southern, Mrs. J. H. Tarrant, Mrs. S. W. Tso, Mrs. T. G. Weall, and Mrs. E. D. C. Wolfe, M.B.E.

Members of the local Association are as follows:—Lady Clement, M.B.E. (President), Mrs. C. G. Alabaster, M.B.E., Mrs. G. E. Aubrey, Mrs. A. Cannon, Mrs. W. G. Clark, Mrs. H. T. Cressy, Mrs. J. D. Danby, Mrs. J. B. H. Doyle, Mrs. C. R. Duppuy, Mrs. R. M. Dyer, Mrs. A. H. Ferguson, Mrs. B. G. Grigor, Mrs. R. Hancock, Mrs. A. E. Hendry, Mrs. J. H. Hunt, Mrs. T. H. King, Mrs. D. R. Kinloch, Mrs. C. C. Luard, Mrs. Mercer, Mrs. W. C. H. Mile, Mrs. E. P. Minett, M.D., Mrs. W. B. A. Moore, Mrs. G. Murray, Mrs. G. F. Nightingale, Mrs. J. Owen Hughes, Mrs. J. L. Pearson, Lady Pollock, Mrs. H. R. Remington, M.B.E., Mrs. M. H. Boffey, Miss H. D. Sawyer, Miss H. F. Skinner, Mrs. J. T. Smalley, Mrs. W. T. Southern, Mrs. C. C. Stark, Lady Tyrwhitt, Mrs. E. D. C. Wolfe, M.B.E., Mrs. C. C. Womack, Miss F. C. Woo, M.B.E., Miss E. Kotewall (during Miss Woo's absence abroad), and Mrs. J. R. Wood.

New Styles now
showing in
GLYN & CO.'S
Soft Felt

Hats

Wherever Hats are Worn

Glyn's Hats are recognised as supreme in Style,
Value and Finish.

We make a speciality of a Pure Fur Hat that will wear well and look well, in fact give every satisfaction—at \$13.50. Less 10 % Discount for Cash.

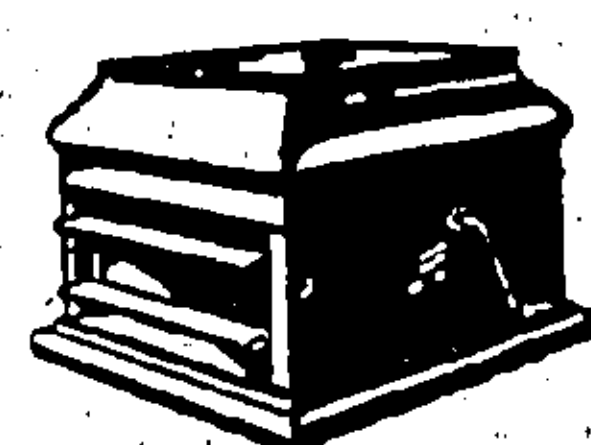
Stocked in the turn down style or set brim in shades of Brown, Grey, Fawn, Drab, etc.

INSPECTION INVITED.

Wm. POWELL, Ltd.

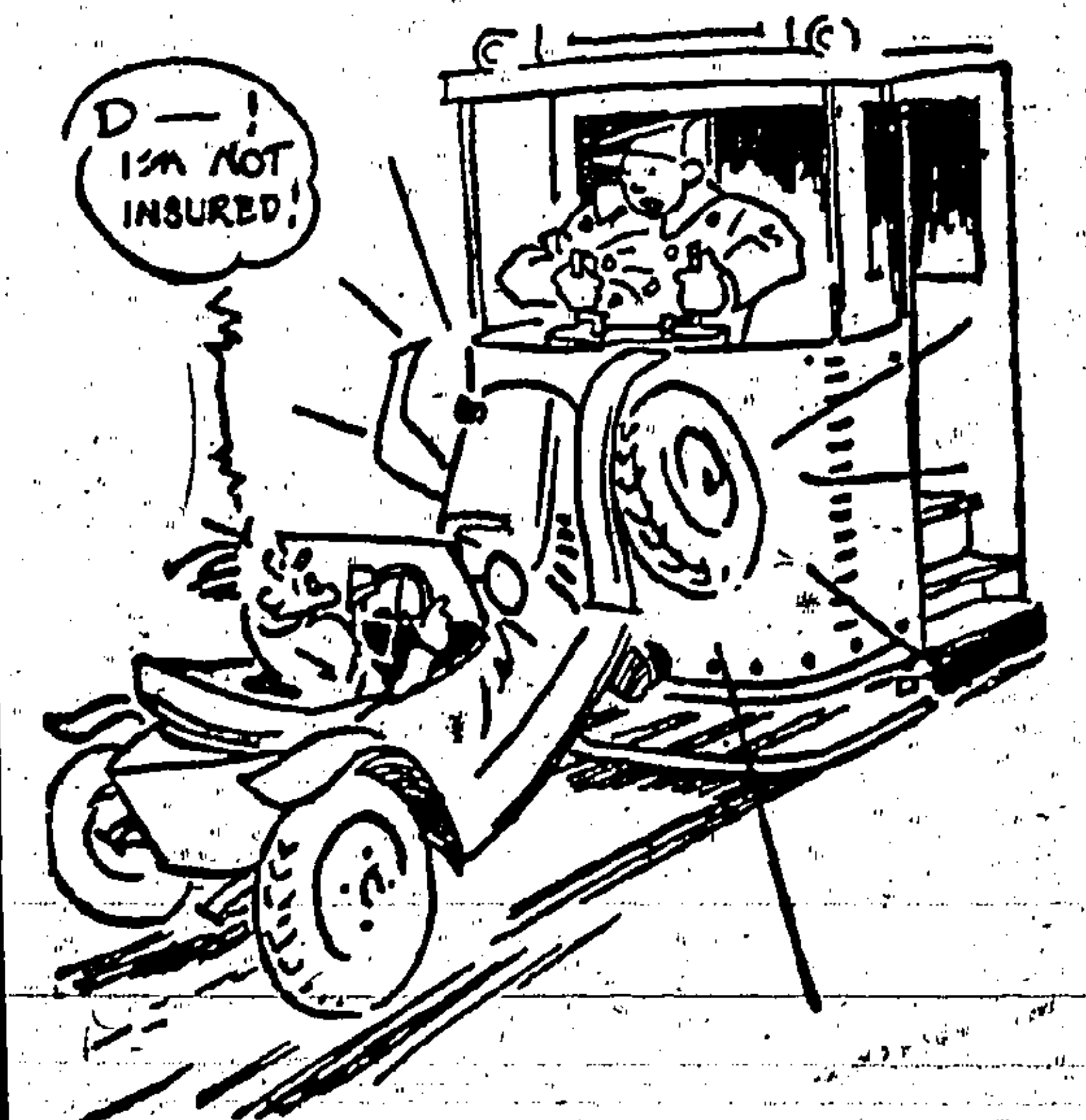
Specialists in Gentlemen's Wear.

10, Ice House Street.

The Viva-tonal
ColumbiaThe WONDER GRAMOPHONE
Every Columbia sold tells another!TABLE
GRANDS

FROM \$90.00

THE ANDERSON MUSIC CO., LTD.

GENERAL ACCIDENT, FIRE & LIFE
ASSURANCE CORPORATION, LTD.For Full Particulars of Accident Insurance,
Apply to the Agents—

JAMES H. BACKHOUSE LTD.

1A, CHATELAIN ROAD (2ND FLOOR)

[A.P.]

NEW ADVERTISEMENTS.

HONG KONG TRAMWAYS, LTD.

BATHING AT TSAT TSI MUI.

WESTERN MARKET AND QUARRY BAY SERVICE.

THE SPECIAL QUARRY BAY WESTERN MARKET CARS will be WITHDRAWN for the season on the LAST DAY of SEPTEMBER.

L. C. F. BELLAMY, General Manager.
Hong Kong, 25th Sept., 1928. [6759]

HONG KONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of MEMBERS of the above Society will be held in the CITY HALL TODAY (THURSDAY), at 5.45 p.m., for the purpose of—

- (1) Receiving the Annual Report and Statement of Accounts for the Year ended 31st August, 1928.
- (2) Considering and, if thought fit, passing Amendments to Constitution and Rules already advised.
- (3) Electing Officers-bearers for the ensuing year.

A. BITCHIE,
E. M. BRYDEN,
Joint Hon. Secretaries.
[6762]

THE HONG KONG & CANTON ICE MANUFACTURING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Office of the General Manager, 2, Lower Albert Road, Hong Kong, on FRIDAY, 27th OCTOBER, 1928, at 11.00 a.m., for the purpose of receiving a Report of the Directors together with Statement of Accounts, and re-electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 25th SEPTEMBER to the 12th OCTOBER, 1928, Both Days inclusive. By Order of the Board of Directors,
M. MANUK,
Secretary.
Hong Kong, 14th Sept., 1928. [6751]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTIES situated at VICTORIA, Hong Kong, and known as:

- 1.—One Undivided Twenty-second Part or Share of and in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 1,723 Square Feet or thereabouts.
- 2.—Two Undivided Twenty-second Parts or Shares of and in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 3,446 Square Feet or thereabouts.

TO BE SOLD IN TWO LOTS

BY PUBLIC AUCTION,

ON THURSDAY,

THE 4th DAY OF OCTOBER, 1928,

At 8 o'clock p.m.

at THE CHINA AUCTION ROOMS,

D'AGUIAR STREET, VICTORIA, HONG KONG,

by Mr. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES AND MASTER,

PRINCE'S BUILDING, HONG KONG,

or to Mr. E. V. M. R. DE SOUSA, Auctioneer.

Hong Kong, 25th Sept., 1928. [6755]

G. B. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 1st DAY OF OCTOBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of OROUW LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Kise, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measure	Area	Annual Rental	Upset Price
1	Lot No. 2141	Kok Road and Sai Yung Chai St.	As per sale plan	4100	36	6200

INTIMATIONS.

MACAO CHARITY AND COMMERCIAL FAIR.

NOTICE.

THE General Committee of the MACAO CHARITY AND COMMERCIAL FAIR announce that the OPENING DATE of the FAIR has been Officially Fixed for SATURDAY, 30th SEPTEMBER, 1928, at 6.00 p.m. (Weather Permitting), and CLOSING DATE on the 22nd DECEMBER, 1928. [6745]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. Y/92 for Twenty Shares, 24 For Share Paid Up, Numbered 113130/113149 in this Society, standing in the Name of CHO YIK TONG of SHANGHAI, has been DECLARED LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed CANCELLED and of No Effect, and A NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager.
Hong Kong, 14th Sept., 1928. [6716]

MACAO RACES.

DRAFT Programmes and Entry Forms for the TENTH EXTRA RACE MEETING to be held on SUNDAY, 14th OCTOBER, 1928 (Weather Permitting), may be obtained from this I.R.R.C., MACAO, CAUSEWAY BAY STABLES, and RACING ADVERTISING CO. Entries CLOSE at MACAO 2.30 p.m., WEDNESDAY, 2nd OCTOBER, 1928. [6744]

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING.

TO LET.

FURNISHED, Four Room FLATS, at 16, MACDONNELL ROAD, with Modern Conveniences. For Particulars, Apply: XAVIER BROS., 2, QUEEN'S ROAD. TEL. C. 3216 or C. 2722. [6737]

TO LET.

FLAT in CANNON BUILDINGS, Kowloon, 5 Roomed HOUSE in MINDEN AVENUE, KOWLOON. Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [6755]

TO LET.—Furnished, Five-room FLAT, MA ROAD LEVEL, For One Year, From 1st DECEMBER 1928.—P.O. Box B-48. [6772]

TO BE LET OR SOLD—Commodious BUNGALOW MAGAZINE GAP, near MOTOR ROAD, Good Garden.—Private Garage.—Apply: Box No. 6273, c/o Hong Kong Daily Press. [6773]

WHY Continue to suffer when your troubles—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO., 68, QUEEN'S ROAD CENTRAL, 1st Floor. TEL. C. 5009.

"CHINA" LADIES' HAIR DRESSING SALOON.

HEAD OFFICE—35, Des Voeux Road Central. TEL. C. 6234.

FIRST BRANCH—5, D'Aguiar Street (For Ladies only.) (TEL. C. 6234).

SECOND BRANCH—22, Queen's Rd. Cent. (For Ladies & Gents.) (Near Ground Floor of KAYAMALLY BUILDING.)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

BUSINESS HOURS—8 A.M. to 7 P.M. on Week Days, 12 Noon to 6 P.M. on Sundays.

[6753]

INTIMATIONS.

WATSON'S LAVENDER WATER.

The most refreshing of all perfumes in the hot weather.

Distilled from real

ENGLISH LAVENDER

In Elegant Green Flasks

Each: \$4.00, \$2.25, \$1.25

WATSON'S LAVENDER

TALCUM POWDER.

IN MAGNUM TINS.

MADE FROM PURE Italian Talc

Associated with English Lavender of exquisite fragrance.

\$1.00 Per Tin.

A. S. WATSON & CO., LTD.

Hong Kong Dispensary.

PHONE C. 16. [50]

DEATH.

PLACZEK.—On September 26th, at 10 p.m., at the French Hospital, Rev. Father AUGUSTIN PLACZEK, rector of St. Margaret Mary's Church, Happy Valley. The funeral will pass the Monument at 5.30 p.m. to-day. [6763]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 27TH, 1928.

THE OPIUM QUESTION.

If any topic has persisted through the ages it is that of opium—the fascinating drug which seems to excite as much pleasure in the consumer, as it does anger and sorrow in the heart of the reformer. Geneva is once more examining the problem, or perhaps it would be more reasonable to say is continuing to examine it. A close study of the different drinks, drugs, narcotics and other short cuts into dream-land would form a most interesting volume. If each nation could be taken in turn and its special vice investigated it would probably be found that this vice was related to many other factors in the national life including the economic and social conditions of the country.

It has been said that drink is the quickest way out of Manchester. May it not be that opium is the quickest and best way out of China. Nature has a way of providing an antidote for practically every ill she inflicts upon us. Indulgence in opium would seem to be an obvious, though temporary, escape from much of the depression that

must afflict the average Chinese. Traffic in opium flourishes most when conditions are bad, partly because the ruler wants the revenue, and partly because the victim of his misgovernment wants a way out of his sorrows. Each country, however, seems to find it necessary to have some stimulant or "dope" to enable the individual to escape from reality for a time or face it with artificial courage.

The Scotsman, we understand, finds in whiskey a powerful aid. It enables him, so the cynic says, to endure residence in Scotland until such time as he can get away from it. Beer seems to be adequate as a drug or stimulant for the average Englishman whose lot is generally cast in more pleasant places. He has not to endure the rigours of climate nor the sparseness of conditions that prevail further north. The Russian finds relief in vodka which is somewhat more potent than the other spirits of Europe for his spiritual need is greater. A few Frenchmen find it necessary to resort to absinthe in order to escape from their earthly trammels, but most Frenchmen find their solace in wine which, in such an attractively rich country, is all that is needed. Unlike vodka and absinthe it causes no vain regrets. It is more difficult to speak of America. It may be that the success of prohibition, if it is granted that it is a success, is due to the fact that on the whole the country is so prosperous and the people generally so happy that nothing more than a long drawn out sentimental or harrowing film, accompanied with an ice-cream soda, is needed as a temporary relief from the monotony of such pleasing conditions.

No doubt when the promised millennium arrives in China, when every one is safe, prosperous, and intelligent, when social and economic conditions have progressed so far that a man may be assured that what he has sown that will reap, there will be a general exaltation of the spirits of the nation, and the need for some artificial method of becoming temporarily happy will disappear. That the consequences of consuming opium are thoroughly bad, that whatever relief is obtained is obtained at the expense of physical and moral degeneration cannot be denied. The whole history of opium is sordid, but one of the effective means of combating it is by making conditions in China such that there will be no need for it. The last few years in China have been so deplorable that even onlookers might be excused if, in their despair they turned to opium as the quickest way out of the chaos and misery which lay exposed to their view.

Two Chinese cases of enteric were reported on Tuesday.

The annual general meeting of members of the Hong Kong St. Andrew's Society is being held to-day (Thursday) at 5.45 p.m. in the City Hall.

The Reverend Father A. Placzek, rector of St. Margaret Mary's Church, Happy Valley, died late last night at the French Hospital. The funeral will pass the Monument at 5.30 p.m. to-day.

Most people have heard of the "casual" Australian here is the latest authentic example of his casualness. A stranger strolled into the Fellowship of Mens office in Sydney one morning in August and said: "I am from the north of Australia, I have a wool sale this afternoon, and I would like to take 40 of these fellows out to dinner, can it be done?" It was explained to him that, owing to the long distances away at which the members of the fellowship lived, it would be impossible to get them into the city; but his kind action was very much appreciated, and would he like to pay for the meals of 20 at the first annual reunion taking place on Saturday. He said: "Yes, certainly, I will pay for 40, how much is it?" He was told the amount, put it on the table, and said: "I won't tell you my name," and walked out.

The case against one man and three girls of being concerned in robbing an elderly woman, described as a fortune teller, of \$38 on the Castle Peak Road was again before Mr. W. Schofield at the Kowloon Magistracy yesterday. The case was remanded till next Wednesday.

The remarkable new all-electrical ship Brunswick, of 9,000 tons, built by Messrs. Scott, of Greenock, for the Atlantic Oil Shipping Company, Philadelphia, ran its trials on the Clyde last month. The ship is the largest of its type yet built. The captain's bridge is an amazing place from which the whole ship can be operated by one person at a switchboard. The ship steers automatically, and does not require engines to start or stop the Diesel electric engines. Once the course is set it does not require further attention. The Brunswick is the Clyde's first effort at this remarkable type of vessel.

A young Italian has found a novel method of travelling gratis. Having lost all his money at Monte Carlo he stole a motor-car, meaning to drive to Paris, but in order to buy petrol when he had run the tank empty had no recourse save to sell pieces of the car en route. At Avignon he disposed of the trunk on the back for 150 francs, thus getting to Troyes. There he sold the tool-box procured him the means to drive to Melun, and at Melun he was arrested in the act of negotiating the accumulators, the proceeds of which would have got him to Paris.

On a charge of seeking to become unduly familiar with a pretty young American girl in front of the Palace Hotel, Shanghai, a foreign dressed Chinese, giving his occupation as clerk, was before the Provisional Court charged with "offering public insult." The young woman chanced to be the wife of a foreign educated Chinese. The accused was released on \$100 bail, when the question of the constitution of the Court was raised. The suggestion was made that the American authorities might prefer an American Consular representative to sit on the case with Judge Tseng instead of the British representative.

At the inquest at Ramsgate, England, on Dr. Victor Leuliette, aged 53, a scholar of some eminence, who was found drowned, it was stated that his nervous system had lately "gone to pieces," and he had become the victim of certain obsessions. Dr. R. J. Archibald said that Dr. Leuliette, who was a brilliant man, had tried to find a cure in psychoanalysis, but found in it a disease worse than the original one from which he suffered. It was stated that he left home at five in the morning wearing a vest, night shirt, overcoat, and slippers, and was found on the rocks west of Ramsgate. A verdict of "found drowned" was recorded.

Vice-Admiral Sir Cyril Fuller, Commander-in-Chief, America and West Indies Station, speaking at the Canadian Club, Vancouver, on the necessity of the Imperial Navy to Canadian commerce, said: "I don't want to talk politics, but I do ask the huge provinces of the Canadian interior to consider what happens to their produce. More and more is going through Vancouver, Victoria, and Prince Rupert. What would happen if the command of the sea were ever lost? The only safeguard, he continued, was the Imperial Navy. It was a business matter for Canada that it should be maintained. The realization of this necessity would make the prairies sea-conscious. The training of Canada's naval recruits in the Royal Navy was already helping."

Two brothers in New York State have changed their name from Hell to Heil because the former spelling caused them a certain amount of embarrassment. Perhaps the more bashful among their clients might feel a certain delicacy in recommending others to go to them; but probably the real trouble was that the brothers were tired of hearing the same jokes made on bearing the name year after year. Englishmen, as a rule, are not so sensitive. In Crookford's Clerical Dictionary there are five clergymen of the name of Dams, and they do not seem to experience any inconvenience. A clergyman of this name was at a luncheon where a speaker, who did not know him personally, alluded to him, after a moment's hesitation, as "Mr. Dams"—an effort which provoked a loud burst of laughter, in which the owner of the name heartily joined.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—A belt of high pressure extends from the lower Yangtze Valley to the Sea of Japan and a trough of low pressure from Indo-China to Guam. Fresh monsoon may be expected along the S.E. Coast of China and over the North China Sea.

Local Forecast: N.E. winds fresh, fine to cloudy.

SOCIETY, WEDDING.

THE MASTER OF NAPIER AND MISS MUIR NEWSON.

A LOVELY BRIDE AND HER TROUSSEAU.

HISTORY OF A GREAT SCOTS FAMILY.

One of the biggest and most interesting social events of the season will be the wedding to-morrow of the Master of Napier and Miss Violet Muir Newson. The Master of Napier holds a commission as Lieutenant in the King's Own Scottish Borderers and is a well-known and popular figure in the Colony. Miss Newson, although a stranger at present will not remain so, as she and her husband will make their home here when they return from their honeymoon.

The Master of Napier—Family History.

William Francis Cyril James Hamilton Napier, Master of Napier, was born in 1900 and is the eldest son of Baron Napier and Ettrick, who succeeded as the 12th Baron Napier in 1913. He was educated at Wellington and Sandhurst, from which he was gazetted to the K.O.S.B. His mother is the daughter of Lord Belhaven and Stanton. The family history goes back to the 15th century and it was in 1434 that Alexander Napier acquired lands near Edinburgh in discharge of a Crown debt and became Provost of the Scottish capital.

The 1st Baron, Sir Archibald Napier accompanied James VI. of Scotland to England when that monarch succeeded Queen Elizabeth as James I. of England. He was treasurer depute of Scotland, Lord Justice Clerk and a Lord of Session. His son, the 2nd Baron, was an ardent cavalier, and died in exile in Holland. The family has been strongly associated with the Navy and Army, and in the 17th century Admiral Sir Charles Napier, General Sir Thomas Napier and two other generals both of the name of Mark Napier were distinguished members of the family.

Ancestor in Hong Kong Civil Service.

Curiously enough a son of the 9th Baron, William Napier, who was born in 1821 and died in 1876, held the post of Clerk of the Works in Hong Kong.

The great grandfather of the Master of Napier, the 10th Baron, had a very distinguished diplomatic and public career being successively Ambassador to Russia and Prussia, Governor of Madras and in 1872 Viceroy of India. It was in the latter year that the title of Baron of Ettrick in the United Kingdom peerage was bestowed.

The service tradition of the family is maintained both by the Master of Napier and by a younger brother who is in the Royal Navy.

Sir Percy Newson's Career.

Miss Violet Muir Newson is the daughter of Sir Percy Wilson Newson, Bt., and Lady Newson, of Kingsclere, Camberly, Surrey and Grosvenor House, Park Lane, London. Sir Percy, who is the first Baronet, created in 1921, has had a distinguished business career. He is a partner in the firm of Jardine, Skinner & Co., East India merchants, Calcutta, and director of several big business houses there. In 1920 he was President of the Bank of Bengal, and in 1921 Governor of the Imperial Bank of India.

The Bride.

Miss Newson was born on the 28th August, 1909, and is thus only just nineteen years of age, while her future husband is twenty-eight. She is a tall and lovely girl with golden hair and hazel eyes, and only a few inches shorter than the Master of Napier. They make a very striking couple when they walk or dance together. Miss Newson went to school at "Heathfield," Ascot, and later to Paris to complete her education in a very exclusive finishing school.

(Continued on next Column)

THE LATE MR. M. J. D. ALVES.

RETIRED GOVERNMENT SERVANT.

FUNERAL YESTERDAY.

The death took place early yesterday morning at his residence in Haiphong Road, Kowloon, of Mr. M. J. D. Alves, a member of the Portuguese community.

Owing to ill health Mr. Alves was obliged to retire from the Government service a few months ago. He served at the General Post Office, on the Kowloon-Canton Railway staff and later at the Imports and Exports Office.

The late Mr. Alves was greatly respected by his superiors, and his kind nature gained for him a host of friends among the Subordinate Officers of the Government service.

Many members of the Harbour Office and the G.P.O. were present at the funeral yesterday afternoon at the Roman Catholic Cemetery, Happy Valley. The service was conducted by Rev. Father A. Granelli. Chief mourners were Messrs. C. and J. Alves (brothers), R. Ribeiro and D. Fernandez (brothers-in-law). Among those present were Messrs. J. M. Perpetuo, M. Mendes, Reed, Pentonji, F. X. Soares, T. H. Rittontje, P. V. Remedios, A. V. Barros, J. J. Remedios, M. A. Gomes, J. Rosario, C. F. V. Ribeiro and S. Pinna.

In addition to a large number of private wreaths, a permanent wreath was sent by the G.P.O. staff and there were also floral tributes from the Import and Exports office staff, and the Chinese revenue officers of the I. and E. Department.

Wonderful Decorations.

The wedding will be one of the most lovely ever celebrated in Hong Kong. Lady Pollock is undertaking the decoration of St. John's Cathedral and the Officers' Mess of the King's Own Scottish Borderers, where the reception is to be held, is being wonderfully decorated with flowers and flags by Lane, Crawford's who are in charge of all the catering and decoration. A platform built out from the verandah of the Officers' Mess has been roofed over and will be lined with white flowers, with the bridegroom's family colours of yellow, white, and green suggested by a border of yellow lilies and tubs of palms.

The Wedding Dress.

On this platform, under an enormous wedding bell, the bridal couple will stand to receive their guests who will walk up from the gate under a roofing of coloured flowers. The Bride will wear a lovely and gracious picture gown of parchment georgette and very fine lace of a slightly deeper tone, with a long train of parchment satin trimmed with the same lace. Her long tulle veil will be secured by a bandeau of pearls and diamonds. The Bridegroom will wear the picturesque full dress uniform of his regiment.

Miss Newson's trousseau, which a princess might envy, has been chosen with very great care by her mother in the most exclusive Paris and London salons, the wedding dress itself being specially designed to set off her stately beauty by Pam of Bond Street.

A Present From A Former Napier Bride.

On the corsage will be worn the orange blossom which Lady Napier and Ettrick, the Master of Napier's mother, wore at her own wedding. It has been mellowed to the same soft ivory shade as Miss Newson's wedding dress and sprays of white heather are entwined with it. Another charming gift from Lady Napier and Ettrick is a tiny handkerchief edged with real Brussels lace, and a wedding service book bound in white kid which the earlier Napier bride also carried. Inside the book in faded ink is a loving message from Lady Belhaven, Lady Napier's mother, and opposite is her own message to the bride of her eldest son.

Honeymoon in Philippines.

The Master of Napier and his bride are going for their honeymoon to the Philippines after which they will settle in Hong Kong for as long as the K.O.S.B. are here. Sir Percy and Lady Newson will stay at the Repulse Bay Hotel until the 10th of October when they return home on the *Morea*.

TERRIBLE OUTBREAK OF FIRE IN HANKOW.

BURIAL OF SUN YAT SEN.

NEW POST FOR MARSHAL LI TSAI HSIN.

LOAN FOR LUNGHAI RAILWAY DEVELOPMENT.

The Lunghai Railway has negotiated a loan for an extension of its line from Haichow to Kansu, as was announced by the *Kuo Min News Agency* a few days ago, and is now confirmed. There are rumours that a group Belgian financiers are concerned in this loan, but confirmation of this has not yet been obtained. It is known, however, that fifty locomotives are being sent to Pukow from either France or Belgium, and it is believed that some of these at least are intended for the Lunghai Railway.

A disastrous fire broke out in Hankow early in the morning of September 25th. The fire started in a gambling den in the native city and, fanned by a strong breeze, quickly gutted a very large number of shops and houses. One of the principal streets of the native city was completely wiped out, and it is feared that there were many casualties. Over 7,000 people have been rendered homeless by the conflagration.

It has been decided that the ceremonial burial of the remains of Sun Yat Sen will be held on March 12th, the anniversary of his death.

There are strong rumours that Marshal Li Tsai Hsin will be made Chief of the Staff Board of the Nationalist Government while Feng Yu Hsiang will become Head of the Military Department.

BELGIAN RAILWAY LOAN?

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 26th. Discussing the proposed extension of the Lunghai Railway from Haichow to Kansu, concerning which the *Kuo Min* recently reported that negotiations had been concluded "with a certain financial group," the *North-China Daily News* declares that the report is well founded.

The belief prevails that a group of Belgian financiers is interested, though the amount of the loan or the names of the lenders has not transpired. It is known, continues the journal, that fifty locomotives are coming either from France or Belgium to Pukow and the presumption is that these—or at any rate part of them—are for the Lunghai Railway.

Though this railway at one time was left with only four of its 150 locomotives, the position has become very much better in the past two months, and the earning power of the line has reached a satisfactory basis. Apparently Feng Yu Hsiang is using his influence for the development of the line.

TERRIBLE FIRE IN HANKOW.

[THROUGH REUTER'S AGENCY.]

HANKOW, Sept. 26th. A most disastrous fire broke out in the native city here early yesterday morning. Over 2,000 huts, houses and shops were gutted, and Chisen Maloo, one of the principal streets of the native city, was wiped out. The exact number of casualties has not yet been ascertained, but seven bodies have so far been recovered. It is believed that many people jumped into the ponds to escape the flames and were drowned.

It is stated that 7,000 people have been rendered homeless by the fire, which started in a gambling den and spread with tremendous rapidity owing to the congested area and a high wind. Firemen got the conflagration under control after four hours of frantic toil.

CHINA'S PAYMENTS ON LOANS.

REORGANISATION OF SALT REVENUE.

DISTRICT QUOTAS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 25th. The important announcement that the Nationalist Government has made arrangements whereby the service of all loans secured on the Salt Gabelle will, in future, be met regularly, has been confirmed from a variety of sources.

It is understood that a scheme has been worked out for the purpose of obtaining sufficient funds from the Salt Revenue to meet all the requirements of the Loans secured on it, which has been carefully considered and is regarded as satisfactory to all concerned.

It is stated that all the provinces have signified acceptance of the scheme, which has also been approved by the Budget and Diplomatic Committees.

Outstanding Loans.

Under the scheme, orders will be sent to all Salt Stations to pay a certain percentage of their revenue each month into banks which will be designated by the Nationalist Minister of Finance.

The total annual sum secured in this way will be at least \$10,000,000 which will be adequate to meet all loan requirements, namely the Anglo-German Loan of 1898, the Anglo-French Gold Loan of 1908, the Hukwang (four nations group) Railway Loan of 1911, and the Chinese Government 5 per cent. Birch-Crisp Loan of 1912.

Quotas Fixed.

In connection with the scheme for obtaining funds to meet the service of loans secured on the Salt Revenue, the *Kuo Min* states that the Government Council has issued a mandate to the Finance Ministry, instructing the latter to order each salt producing district from October 1st onwards to pay towards the service of the salt loans into banks designated by the Minister its quota as decided by the Budget Committee.

The total amount to be collected is \$10,000,000, of which Changlu contributes \$1,558,000, Huainan \$1,294,000, Chuanan \$1,060,000, Kwangtung \$893,000, Fengtien \$890,000, and Huaipei \$742,000.

Reorganisation Loan.

The most important of the foreign loans which were secured on the revenues of the Salt Administration, however, was the Five-Power Reorganisation Loan of 1913, under which the arrangement was made for the setting up of a Special Salt Inspectorate, with a foreigner at the head of the Staff. The principal and interest payments have long since been met entirely from the Customs funds, which were equally hypothecated for this purpose.

It is announced that the Nationalist Government will continue this system. The Reorganisation Loan will not be included in the Salt scheme, but is to be covered by Customs revenue.

SPINNERS COMBINE LIMITED.

\$25,000,000 CAPITAL.

LANCASHIRE'S SUPPORT.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 26th. A special meeting of the Oldham members of the Lancashire Shareholders and Loanholders Protection Association unanimously supported the scheme to form a combine of fourteen cotton spinning companies, to be known as the Spinners Combine, Limited. The capital will be \$25,000,000 sterling in pound shares.

COMMUNIST ACTIVITY.

[THROUGH REUTER'S AGENCY.]

46. AGITATORS SENTENCED. HELSINKI, Sept. 26th. Forty-six Communists who have been found guilty of seditious activity were sentenced to from one to fifteen years' imprisonment. Three others were acquitted.

SWEDEN'S GOVERNMENT RESIGNS.

[THROUGH REUTER'S AGENCY.]

STOCKHOLM, Sept. 26th. Following the conclusion of the elections for the Second Chamber, announced on September 22nd, the Swedish Government has resigned.

FRESH CRISIS IN AUSTRALIA.

UNIONS TO FIGHT NEW ACT.

INTIMIDATION OF DRIVERS.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, Sept. 26th. A fresh crisis is threatened in the waterside dispute. At the big interstate conference the Maritime and Transport Unions decided to endorse the men's unions' order to return to work, but are now planning an all-union movement to fight the Transport Workers Act, which the delegates have described as "a conscription of labour." It is reported from all over the country that there is no likelihood of trade unionists registering under the Act.

Over three thousand volunteers are now enrolled at ports, including 1,500 at Melbourne. The waterside workers at Brisbane overwhelmingly rejected on a ballot the decision to resume work, but dockers at Adelaide have declared the strike off. It is however reported from Adelaide that as a result of intimidation only six drivers carted wool to free labour ships to-day.

Licenses For Workers.

CANBERRA, Sept. 25th. The Federal Executive Council has approved the regulations for the registration of waterside workers, all of whom must apply for a license at a cost of one shilling.

These licenses will be valid until June 30th, 1929, after which they will be renewable.

Licenses will be cancelled if the holders do not comply with lawful orders, and employers are forbidden to engage those not holding licenses.

U.S. PRESIDENT DIS- APPROVES.

ANGLO-FRENCH NAVAL CONFERENCE.

BUILDING PROGRAMME.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 25th. The State Department, acting in collaboration with the Navy Department, is putting the finishing touches to the American Reply to London and Paris in regard to the Anglo-French naval compromise.

It is learned that President Coolidge will draw attention to the future naval building programme of the United States, and a somewhat pointed declaration has been issued from the White House to the effect that President Coolidge is proceeding on the assumption that the pending Naval Bill, authorising the construction of fifteen new 10,000-ton cruisers and one aeroplane-carrier, would be passed by Congress at the next Session.

The Bill has already passed the House of Representatives, but was shelved by the Senate at the last Session, largely owing to the strong criticisms of various Church and Peace Societies.

It is now believed that President Coolidge, piqued by the supposed Anglo-French accord, intends to push the measure as soon as Congress is convened.

NEW FRENCH AIR MINISTER.

SUPREME CONTROL.

[THROUGH HAVAS AGENCY.]

PARIS, Sept. 26th. The Cabinet Council has decided that the Air Minister, M. Laurent Eynac, should have supreme control of all aviation and the military, naval and colonial air forces should work in close collaboration with him.

TORNADO VICTIMS.

FRENCH GOVERNMENT VOTE.

[THROUGH HAVAS AGENCY.]

PARIS, Sept. 26th. The Ministers in Council have voted \$100,000,000 to help the French West Indies tornado victims.

ARGENTINE LOAN REPAID.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, Sept. 26th. The Government has ordered the immediate repayment to the North American Bank of the last short-term loan of \$12,000,000. The proposal to renew the loan at 7 1/2 per cent. was refused on the ground that the interest was too high.

NEWSPAPERS IN DISGRACE.

"ASPERSIONS" ON INDIAN ASSEMBLY.

APOLOGY DEMANDED.

[THROUGH REUTER'S AGENCY.]

SIMLA, Sept. 26th. In the Assembly President Patel announced that Press passes to the correspondents of the *Times of India* and the *Daily Telegraph* have been cancelled owing to aspersions cast by them upon the impartiality of the President's ruling on questions connected with the Public Safety Bill. The passes will be renewed only when they have made an unqualified apology for their "unjust aspersions."

BOBBY JONES' NEW GAME.

ATHLETES BACK AT SMITH.

[REUTER'S AMERICAN SERVICE.]

ATLANTA, Georgia, Sept. 26th.

Bobby Jones has accepted the leadership of a committee of athletes, who are going to work for Governor Al Smith, the Democratic nominee for the Presidency. Jones says: "I don't know anything about politics, but I am emphatically at the disposal of the Democratic Party."

NEW PRESIDENT FOR MEXICO.

OBREGON'S SUCCESSOR.

EMILIO GIL ELECTED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Sept. 26th. Emilio Gil, Minister of the Interior, has been elected without opposition as provisional President of Mexico until February 5th, 1930, at a joint sitting of the Senate and Chamber.

The candidate recently announced that he would support the policy of President Calles and would enforce the religious laws throughout the country.

AUTOMATIC GEAR CHANGE.

ARMSTRONG SIDDELEY IN- VENTION.

SECRET EXPERIMENTS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 25th. After five years of secret experimental work, a British firm has evolved a method of automatic gear change for motor-cars.

The mechanism, which has been adopted after a 50,000-mile test by the Armstrong Siddeley Motors Limited, for their high-powered models, will be on exhibition at the Olympia Motor Show, which opens on October 11th.

There is no gear lever. The driver merely depresses the pedal and adjusts an indicator mounted on the steering wheel, as required. A feature of the new invention is the silence with which gear changes may be effected.

YOUNG BOLSHEVIKS IN MOSCOW.

REVOLUTION FOR CHINA.

[THROUGH REUTER'S AGENCY.]

RIGA, Sept. 25th. The English and Chinese delegates to the Congress of the International of Communist Youth, at Moscow, held a separate conference to evolve plans for common action regarding China.

The conference later issued a manifesto calling on the youth of England and China to rally round the Communist Internationale in order to achieve a Bolshevik revolution in China.

KING'S SYMPATHY.

MESSAGE TO U.S. PRESI- DENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 25th. H.M. the King has sent the following telegram to the President of the United States of America: "I desire to express to you, and through your kind intermediary to the American people, my sincere condolences upon the disaster which has recently overwhelmed Porto Rico, the Virgin Islands and the State of Florida, as a result of the hurricane, and my sympathy with all those that have suffered from its effects."

BUREAU OF MADRID VICTIMS.

HUGE FUNERAL PROCESSION.

CITY IN MOURNING.

[THROUGH REUTER'S AGENCY.]

MADRID, Sept. 25th. The whole city is in mourning for the hundreds who lost their lives in the terrible Novedades Theatre disaster. All cinemas, theatres and other places of public entertainment have closed, and in many cases, shop-keepers have followed this example.

Over 40,000 people knelt in the streets to-day to pay their respects at the funeral of the victims of the fire, whose bodies have been found. Firemen are still searching among the debris and up to the present a hundred and ten bodies have been recovered.

A representative of King Alfonso, the whole Cabinet, and the members of the Diplomatic Corps marched in an endless procession to the cemetery, where the victims were all interred at the public cost. Several carriages loaded with wreaths formed part of the procession.

FUEL CONFERENCE PROPHECIES.

OIL "CRACKING" PROCESS.

SYNTHETIC RUBBER FOR TYRES.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 25th. Speaking before the Oil Section of the World Fuel Conference here, Dr. Gustav Egloff, of Chicago, said the "cracking" process was producing over five billion gallons of gasoline a year from petroleum oils, and it would be possible commercially to "crack" coal tar, oil shales, asphalt tars, and vegetable and fish oils.

Within six months, the "cracking" process could be extended in the United States to produce hydrocarbons necessary to supply the world's requirements, as well as a synthetic rubber-like material suitable for motor tyres.

A delegate expressed the hope that for the sake of the rubber industry in the East, the "cracking" industry would not be developed. The Chairman (Sir Thomas Holland):—You must not take too seriously everything Dr. Egloff told you.

INDIAN RULING PRINCES.

COMPLETE LOYALTY TO CROWN.

VITAL NECESSITY.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 25th. Some very outspoken views on the relationship between the Indian Ruling Princes and the British Government were expressed to-day by the Maharajah of Patiala in the course of an interview with *Reuter's* representative at Montreux.

The Maharajah emphasised at the outset that the attachment of the Princes to the Crown was unshakable. The Princes were profoundly convinced that the British connection was vitally necessary to India.

The time had come, however, for the Princes to make it clear that their political relations were with the British Crown and that they or their people would never submit to be governed by British India.

The Princes had long been conscious, he said, that the strict loyalty of the Indian States tended to count less in world politics than the voracious claims of the British Indian leaders.

British India and the Indian States were two entirely different entities and would always remain so.

HUGE SUMS IN DEATH DUTIES.

MILLIONAIRES' ESTATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 25th. Probate was granted to-day of the wills of three millionaires. Major Hugh Gretton, Director of Bass, Ratcliff and Gretton, Limited, the well-known brewers, who died in July, left unsettled estate valued for probate at £1,474,000, with net personality of £1,402,000. The fortune, which in the main is left to his brother, Colonel Gretton, M.P., is disposed of in a will of ninety words. The duty on the estate will exceed £500,000.

The estate of the late James Oxley, banker, of Leeds, was provisionally proved at £2,774,000. Duties on property of this valuation, and according to the dispositions of the will, are estimated to amount to £1,120,000. Further grant of probate of the will of Viscount Hambleden respecting settled land provisionally valued at £200,000 has been issued. The unsettled estate had already been provisionally sworn at £2,500,000.

DUTIES OF INDIAN COMMISSION.

SIR JOHN SIMON'S TASK.

PROBLEMS OF EAST AND WEST.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 25th.

Sir John Simon, the eminent Liberal leader, in a speech at the Aldwych Club where he was entertained at a farewell luncheon to-day, referred at some length to the work of the Royal Commission investigating the working of the Indian reforms, of which he is the president. Earl Reading, the former Viceroy, took the chair.

The Commission is leaving for India on Thursday for its second tour, which will last for seven months, and during which evidence will be taken by the Commission at various centres.

Sir John Simon emphasised the immense responsibilities of the British Parliament to the peoples of India, and said it seemed to the Commission that they could best act as interpreters to the British Parliament of India's needs and aspirations if these were associated with them in their enquiry.

Provincial Committees.

In every province an Indian committee elected by the Provincial Legislature would act as their colleagues and assist in their investigations. It was deep satisfaction to know that this plan had been generally approved.

Despite the initial boycott of the Commission, eight of the nine provinces had decided to co-operate, while the ninth had not yet made its final decision. In more than one case a Provincial Council which at first resolved not to co-operate had reversed its first decision and had appointed its committee.

He mentioned that a Central Indian Committee had been chosen partly by the Council of State and partly nominated from the Central Legislature by the Viceroy.

It is expected to accompany the Simon Commission through the provinces.

Sir John Simon also announced that approximately 500 memoranda had been received by the Commission from all sorts of bodies in India and elsewhere expressing a variety of opinion on the existing Indian constitution. He stated that the greatest unanimity existed within the Commission.

Realities Of The Problem.

Sir John Simon added: "Our duty is not to enact or decide, but to bring home to the British people the realities of the Indian problem and to act as interpreters to the British Parliament of the wishes and aspirations of the peoples of India."

This Indian question in the years now coming is likely to become the greatest of all cases in which you have to reconcile authority with freedom.

"Let us never forget that, while Britain has conferred on India the blessings of order and of settled government, a sense of unity and the experience of disinterested administration, it has also roused in the leaders of the Indians the desire for constitutional development and a belief in the virtues of self-government which are an inevitable consequence of Western education, and of Parliamentary experience."

"No Briton should complain if the Indians should be eager to apply the lesson which our Imperial history has taught. The British people have to lend their aid as sympathisers and as friends in what is perhaps the greatest external question laid upon the statesmanship of to-day—the tremendous weaving together of the warp and woof of east and west."

Control Committee.

The Viceroy has notified Sir John Simon, in accordance with his request for the completion of the proposed control committee to co-operate with the Simon Commission, that he has invited the Indian members of the Legislature who consented to serve on it in addition to the three already elected by the Council of State. He has also invited Sir Sankaran Nair, one of the Council of State selections, to act as chairman of the committee.

EARLY DISARMAMENT

MEETING.

RESOLUTION ADOPTED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 25th. The League Assembly has adopted the Third Committee's report and resolution regarding an early meeting of the Disarmament Committee.

TENNIS NOTES.

Bad weather prevented the Chinese Recreation Club from holding their "At Home" last Saturday, when the winners of the League were to have played the "Rest" in the three divisions. It was a great disappointment both to the Chinese themselves and the sporting community at large. It will be some time now before a date is available, as the immediate Saturdays following have been booked up for various important events.

By the time the "At Home" can be held, tennis will be out of season, and so this opportunity is taken to review the past season. It is hardly necessary to mention that the Chinese Recreation Club has won the three shields again. They were supreme all round and their performances have been consistent from the beginning to the end.

This time, they have come through undefeated in all three divisions, repeating their remarkable performance of 1926. Last year they lost one match in the "B" Division, but retrieved their position by beating Recreation in the final. But judging by results, their performances during the current season have been the most brilliant of the three seasons.

Many factors contributed to their success but most of all their regular players are experienced hands and they have plenty of reliable reserves to draw upon. Their players are familiar, over many years with one another's play and they are, therefore, able to show good combination, which is a most valuable asset in doubles.

But there are other factors. The Chinese are very keen on the game and lose no opportunity to practice. They study the fine points of the game, and discuss them, reasoning out the effects of different strokes and analysing the strength and weaknesses their own and opposing players in important matches. On the courts, they are a happy family with a knack of concentration on the game, with business and other worries completely put out of mind. To those who know them it is no wonder that they maintain the high standard they have themselves set in the League.

Turning to their competitors, the Chinese had their hardest struggle in the "A" Division with the Hong Kong Cricket Club who lost by nine games, losing three games in each round. They won all the other matches comfortably. The Hong Kong Cricket Club made a keen bid for honours, after occupying the last position in the League for two seasons. McEachran and Lieut. Hale proved valuable newcomers. E. D. Lawrence strengthened the side on his return to the Colony and the Rev. F. P. W. Alexander was another useful addition. The Club, however, disappointed in their last match against the Kowloon Cricket Club, and as a consequence shared the second position with the M.B.K. The Indian Recreation Club which has figured prominently for the last few years dropped on account of defections from their last year's side. Craigengower, who were newcomers, finished last. In all seven teams took part, Chinese R.C., Hong Kong C.C., M.B.K., University, Kowloon C.C., Indian R.C. and Craigengower.

In the "B" Division, the Chinese Recreation Club was far and away the best team. They reached the 50 game mark in all matches, but one, in which they registered 57 against the Club de Recreation. Competition for the following positions, however, proved very interesting and the South China Athletic Association are to be congratulated on their success as runners-up. Incidentally, they are also Chinese players, and it shows what a good grip the Chinese have on the League. The Hong Kong Cricket Club showed up very well also in this division and finished third, losing to the two Chinese teams only. Recreation, Nippon Club, Indian R.C., M.B.K. and University had a little competition among themselves and although the first named proved to be the most successful, the others finished with honours even.

The "C" Division ended better than expected. It was generally accepted that the Chinese Recreation Club who entered two teams would prove far too good for the other teams, but such was not the case. (Continued on next column.)

CHINESE AQUATIC SPORTS.

CROSS HARBOUR SWIM ON SATURDAY.

The Annual Aquatic Sports opened to Chinese of the Colony will be held this year under the auspices of the Hong Kong Chinese Amateur Athletic Federation, of which the Hon. Sir Shou Son Chow and the Hon. Dr. R. H. Kotewall, C.M.G., are Honorary Presidents, and Mr. Ng Sze Kwong President. The sports will be held on the 7th and 8th October at the Chinese Bathing Shed, commencing at 2 p.m. on each day. At the conclusion of the sports, Miss Chow, daughter of the Hon. Sir Shou Son Chow will distribute the prizes. The swim across the Harbour will take place on the 29th inst. (Saturday), starting from Kowloon side at 2.30 p.m. and back to the Chinese Bathing Shed. Entries for this event close at 7 p.m. to-day.

CRICKET.

I.R.C. v. R.A.S.C.

The following will represent the I.R.C. in the above friendly match to be played on the I.R.C. ground at 2 p.m. on Sunday:—
Sirdar Khan (Capt.), M. P. Madar, D. Mohamed, A. M. Rumjahn, M. R. Abbas, A. R. Sufiad, A. Butt, E. M. K. Malubhoy, R. Nazarin, A. Rahmin and A. R. H. Esmael. Reserve: U. T. Thad.

I.R.C. v. H.K. ELECTRIC R.C.

The following will represent the I.R.C. in the above friendly match to be played on the I.R.C. ground at 2 p.m. on Saturday:—
Sirdar Khan (Capt.), M. P. Madar, I. Hassan, D. Mohamed, A. M. Rumjahn, M. R. Abbas, A. R. Sufiad, A. Butt, E. M. K. Malubhoy, R. Nazarin and A. Rahmin. Reserve: A. R. H. Esmael.

LOCAL ST. LEGER BETTING.

5/4 ON COOS BAY.

From the prices obtained by Mr. Frank Haytor for the local St. Leger to be run on October 8th, it will be readily seen that Coos Bay is the favourite. The odds on other ponies are as follows:—
5/4 Coos Bay.
5/3 Blackstone Hall.
6/1 Chumal.
5/1 Tarmacadam.
10/1 U. N. II.
8/1 Gala Eve.
100/15 Blue World.
10/1 Tarzan.
20/1 Horsford.
35/1 Perpetual Motion.
35/1 The Hawk.

For although they had a string of successes right from the start, their first team, which eventually won the championship, beat the Club de Recreation by a margin of 5 games only, while the Club de Recreation beat their second team by 13 games. The last and deciding match was played between their two teams, which the first won by a narrow margin of 7 games only, so that the Portuguese finished runners-up and the second team third.

Civil Service forged ahead at the end of the season finishing fourth with ten wins to their credit, while Kowloon C.C., Hong Kong C.C., South China A.A., Recreation I. and R.A.O.C. occupied the middle position. Sixteen teams originally took part in this competition, but the Filipino Club withdrew soon after the start. The others, in addition to those mentioned, were Kennedy Road Married Quarters, Nippon Club, Y.M.C.A., Indian R.C. and Kowloon Indian Tennis Club.

On the whole, it has been a successful season and prospects of the game in the Colony are very favourable. It is a healthy sign that so many teams week after week during the trying summer heat were engaged in keen and friendly rivalry, while it is no small wonder that in a small place like this, there are so many clubs taking part yearly in this League. Of course, many clubs did not reach a high standard in the "C" Division, but those were new clubs joining the competition for the sake of the sport alone. These deserve the greatest encouragement and it is hoped hear more of them in future.

An interesting fixture is the match between the Craigengower Cricket Club and the local German community in a match next Saturday, the 29th inst., on the former's courts. One has to go back to pre-war days for a similar event and we are sure the German tennis players will receive as cordial a welcome at Craigengower as the rowing men did at the Yacht Club's Regatta in the spring.

ANOTHER GOLF TITLE GONE.

SCHFEITAL BECOMES CHAMPION.

Another British golf title has gone west—or south. Stewart Scheftal, an American youth resident in France—his father is manager of an American bank in France—won the Boys' Open Amateur Championship at Formby last month, beating in the 36 holes final Archibald Dobbie (Inverness) by 6 and 5.

It was a disappointing final from a British point of view, for Dobbie did not do himself full justice. He began the day badly, for he missed his train from Southampton, and although he and his mother immediately chartered a taxi and arrived on the course just in time for the Scottish boy to reach the first tee at the appointed hour, the hurry and flurry had the almost inevitable effect upon his game at the outset. As a matter of fact he lost the first three holes, and was still 4 down when they reached the fifteenth teeing ground. Then there were indications that he was recovering from the enforced, hustle earlier in the morning, for Dobbie won three in a row, and, although he lost the eighteenth he went to lunch in the by no means hopeless position of 2-down. In the afternoon, however, he failed to win one of the thirteen holes which sufficed for the match.

Sound Old Maxim.

Scheftal well deserved his success. Like the true American golfer he has ever in his mind the truth of the axiom "never up, never in." He seldom, if ever, fails to "give the hole a chance" on the green, and it was his deadly approach putting as much as anything that enabled him to obtain such an advantage. Dobbie's golf, on the other hand, appeared to have lost the steadiness and crispness which had carried him through to the final and had, incidentally, resulted in the overthrow of the more fancied American entrant, Hamilton Wright. His short game was particularly lacking in judgment and control. In the morning Dobbie took 6 to each of the first three holes and lost them all. Scheftal lost the fourth, but won the fifth where, after Dobbie had been short with his iron, the American exchanged the iron club which he had chosen for a spoon and placed the ball four feet from the flag. The American visited the sandhills with his second shot to the sixth, and Dobbie won the hole, but Scheftal holed from four yards to win the seventh, and became 4 up at the eighth.

A half enabled the American boy to turn with a lead of four holes, but he could not increase that advantage during the rest of the round. A cut second shot cost Scheftal the eleventh, and, though he made amends when Dobbie put his second shot among the sandhills at the twelfth, two following halves were succeeded by a string of three wins for the Inverness player. Scheftal played the fifteenth badly, took five to get on to the sixteenth green, and fluffed his second into a bunker at the seventeenth. Still he laid his approach dead at the home hole to win it, and so finished the round 2 up.

Great Chance Missed.

After luncheon Dobbie duffed his tee-shot at each of the first three holes. He snatched a half at the first, but lost the third. Scheftal laid his approach putt dead to win the fourth, Dobbie taking an erratic line to the green, and the Scot missed a great chance at the fifth by taking three putts after his opponent had pulled badly from the tee. Two halves followed, but the American became 5 up at the eighth, two fine shots bringing his ball on to the middle of the green. Dobbie missed from four feet for the half. A half at the ninth left Scheftal 5 up at the turn, and he increased the advantage immediately on turning for home by running down a two yards putt at the tenth. The remaining three holes were halved in par figures. Scheftal giving nothing away when Dobbie, at long last, though far too late, showed much greater confidence in his putting.

HOME FOOTBALL.

RESULTS OF TUESDAY'S MATCHES.

The following were the results of English League matches in the Third Division (Northern) played on Tuesday:—
Accrington 2, Hartlepool 2.
Nelson 3, Lincoln 4.

RED MARCHERS' FIASCO.

ONLY 350 INSTEAD OF 20,000.

T.U.C. EXPELS SEAMEN'S UNION.

SWANSEA, Sept. 26th.

No greater political farce can ever have occurred than the one at Swansea to-day, when the Communist Party and the organisations through which it exploits the unemployed attempted to carry out its scheme for the disruption of the Trades Union Congress which is being held here.

Instead of an army of 20,000 revolutionaries marching on Swansea from the four corners of Great Britain, as was intended, there struggled into the town a dismal and unhappy procession of 350 men and boys.

It became known in the Welsh mining valleys during the week-end that the Swansea police were determined to allow no licence to the Communists in carrying out their plan to "interfere with the Trades Union Congress" proceedings, and area after area sent in reports to the organisers of the demonstration that their promised contingents would not appear.

In other districts the men decided to absent themselves from the march when they heard that more favoured Communists elsewhere were to be brought to the concentration point in a fleet of motor-coaches and were refused information as to the source from which the money to pay for this transport had come.

Big Red Handkerchief.

Led by Mr. Tom Mann, who had a red handkerchief as big as a banner dangling from his breast, pocket, the sorry-looking parade marched past the hall where it was thought the Trades Union Congress was in session.

Unknown to the organisers, however, the T.U.C. leaders, after consultation with Captain Rawson, the chief constable of the town, decided on a long adjournment in the early afternoon, with the result that the catcalls and jeers of the Communists were wasted on an empty building.

Chased By Sandwichmen.

They booed the name, but the sandwichmen seemed to think that the display of derision was directed against them. Some of them cast off the boards and, with fists clenched, darted across the street to challenge the noisiest demonstrators.

Throwing their last shred of dignity to the winds, the Communists who had been leading the shouting took to their heels and fled. Extreme precautions were taken at the congress after the Communists had passed to prevent the admission of unauthorised persons. Two lines of four constables each were drawn across the main entrance to the hall and massive stewards stood behind them. Farther along the corridor a collapsible iron gate was brought into position, and the delegates, after having their papers examined, had to pass through an aperture, also strongly guarded, not more than 20in. wide.

"No" To Communists.

During the afternoon a deputation of Communist leaders, with an escort of twenty members of the Red Army, came to the hall and demanded an opportunity to address the congress. The deputation was taken to a side room before the General Purposes Committee, which governs the conference proceedings, and when not more than a dozen words had been exchanged were handed a letter conveying the decision of the congress not to receive or hear them. No parleying was allowed; the Communist chiefs were immediately shown off the premises.

As they went out they made some kind of appeal to the chief constable, who was at the door, but they apparently obtained a little satisfaction from him as they did from the trade union leaders.

Mr. Ben Turner's Cure.

Each president of the congress for six years has advanced in his opening address to the delegates his pet theory for the cure of unemployment. Mr. Ben Turner to-day presented his idea in demanding adventurous action by the Government. It was to use the State resources to employ men on the land. What was required, Mr. Turner said, was a big slice of immediate land nationalisation and colonisation at home. Better by half, he thought, to till our own land than to send men as waifs and strays to outposts of the Empire where they must fight nature in a more brutal fashion. (Continued on next column.)

ROBBED WHILE ASLEEP.

BRITISH GOLF PROFESSIONAL'S LOSS IN FRANCE.

BOLTON, Aug. 21st.

Mr. William Ritchie, the golf professional at Addington (Surrey), who is stopping at the Hotel de la Foret, Le Touquet, was the victim of a robbery last night in curious circumstances.

Returning home at 11.30 he went to bed and this morning, on waking up, found that two pocket books which he had left in his trousers, were lying on the floor. The contents, £110 and £104 respectively, were missing.

He next discovered that the suit he had worn the previous day had disappeared. It seemed that the thief must have lifted up the trousers, from which the pocket books then fell out, whereupon he emptied them and left the empty books on the carpet.

Another surprise awaited Ritchie. A second suit had been purloined, containing 6,400 francs (about £25) in the coat pocket. As a result his wardrobe was reduced to a sleeping suit, and he was compelled to keep to his room until he could procure other clothes in order to go to the police station.

This evening the police arrested the alleged author of several recent burglaries, and the same man is believed to be the alleged thief of Ritchie's trousers and money.

According to a *Reuter* message a French woman has been arrested on suspicion of being implicated in the robbery. Both persons were staying at the hotel.

Two million acres of land that was misused, or not used, should be taken to start colonies provided with domestic amenities and family comforts, and the men set to plant forests, drain fields, plough, and utilise the cleared-up land.

Seamen's Right.

Without a single objecting voice being heard, the congress expelled from its membership and affiliation the National Union of Seamen, of which Mr. J. Havelock Wilson is president. This step was the sequel to a decision taken by the Disputes Committee of the congress a year ago, when it had before it a complaint by the Miners' Federation that the seamen's union was supporting and financing organisations opposed to the policy and principles of the congress. The complaint had particular reference to the seamen's support of the movement to establish non-political and purely industrial trade unions in the coalfields, and the recommendation to disaffiliate Mr. Havelock Wilson's organisation was the outcome of his refusal to give an undertaking to refrain from giving further encouragement to non-political societies.

Mr. Jack Jones, Socialist M.P. for Silverton, declared that practically ever since the General Council of the T.U.C. came into being a number of men had been attempting to destroy it from behind, but the council had apparently just become aware of the fact. One of these men was Mr. Havelock Wilson, "the man who goes to banquets."

But why was the council steadfastly refusing to deal with the others? "There are ever so many delegates here under false pretences," Mr. Jones remarked; "so why not exclude them, too?"

RUSSIAN COMRADES.

DIVIDING THE RANKS OF THE WORKERS.

Mr. Ben Turner, in his presidential speech to the T.U.C., in suggesting that the unemployed should be put on the land, remarked that it was said that agriculture did not pay. He added:

Unemployment doesn't pay, consumption doesn't pay, emigration doesn't pay, but land will pay for being tilled, and it will bring forth the foods man requires.

I would not hesitate to take 2,000,000 acres of land that is misused or not used. Other points from his address were:

I do not intend to anticipate the debate on industrial relationships, but I hope we shall discuss the subject free from bitterness and with a due consideration of a subject that has called more attention to the Trades Union Congress, its functions and characters, than anything I remember during my 38 years of close attendance at trade congresses.

They have sent those who seem to possess the warlike mind to speak at Geneva, and to hand-cuff all movements from Russia or America that might lead to peacefulness.

It is regrettable that our Russian comrades should still maintain an opposition, body, thus dividing the ranks of the workers.

The General Council has done all in its power to bring the Russians into the federation, and still has the hope that a new spirit of conciliation and practicalness will arise among them which will eventually lead them to co-operate with other workers' organisations.

CONSIGNEE NOTICES.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENTARA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained. Goods not cleared by the 4th October, 1928, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 3rd October, 1928, at 10 a.m. Claims against the Vessel including those for Cargo short-delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hong Kong, 27th Sept., 1928. [6760]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENSHIEL" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained. Goods not cleared by the 4th October, 1928, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 3rd October, 1928, at 10 a.m. Claims against the Vessel including those for Cargo short-delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hong Kong, 27th Sept., 1928. [6761]

NORDDDEUTSCHER LLOYD, BREMEN.

THE Steamer "DERFFLINGER"

having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained. All Goods remaining undelivered after the 29th of September, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash at 10 a.m. on the 29th of September, 1928. No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature. MELOHERS & CO., Agents. NORDDDEUTSCHER LLOYD, BREMEN. Hong Kong, 22nd Sept., 1928. [6748]

VEREENIGDE NEDERLANDS-CHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE Steamship "OLDEKERK"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained. Goods not cleared by the 1st October, 1928, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined on the 29th September, 1928, at 10 a.m. by Messrs. Goddard & Douglas, Hong Kong. Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognised. No Fire Insurance will be effected by the Undersigned in any case whatever. Bills of Lading will be countersigned by JAVO-CHINA-JAPAN LIJN, General Agents. Hong Kong, 20th Sept., 1928. [6749]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to Rent. All Claims against the Steamer must be presented to the Undersigned on or before the 17th October, 1928, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents. Hong Kong, 26th Sept., 1928. [6753]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM U.S.A. AND MARSEILLES.

The Steamship "CITY OF LINCOLN"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st October, 1928, will be subject to Rent. All Claims against the Steamer must be presented to the Undersigned on or before 8th October, 1928, or they will not be recognised. All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents. Hong Kong, 25th Sept., 1928. [6756]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX"

BRINGING CARGO FROM MARSEILLES, etc.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing. All Claims must be sent in to me on or before Thursday, the 4th October, 1928, or they will not be recognised. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 1st October, 1928. No Fire Insurance will be effected by us in any case whatever. L. LESDOS, Agent. Hong Kong, 25th Sept., 1928. [6754]

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "GAMBADA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed. Goods not cleared by 28th Sept., 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. Mondays and Thursdays. All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO. Hong Kong, 21st Sept., 1928. [6746]

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Pres. Adams ... Sun. Nov. 4, 8 a.m. Pres. Wilson ... Sun. Dec. 30, 8 a.m.
Pres. Garfield ... Sun. Nov. 18, 8 a.m. Pres. Van Buren ... Sun. Jan. 13, 8 a.m.

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VILLAGE WAR ON AEROPLANES.

SIR S. BRANCKER'S WARNING.

"RISKING CHARGE OF MANSLAUGHTER."

SOUTHAMPTON, August 31st.
Sir Sefton Brancker, Director of Civil Aviation, held an inquiry to-night into the complaints by residents near Hamble aerodrome, five miles from Southampton, of low flying over their houses.

This inquiry followed the crash of Miss Bessie Grace yesterday into a flagstaff in the garden of the house of Mr. M. Findlay Smith.

The inquiry was attended by six people who signed a petition to the Air Ministry, including Mr. Findlay Smith, at whose house it was held. Others present included representatives of the Hampshire Light Aeroplane Club and Messrs. A. V. Roe & Co.

Sir Sefton Brancker said that the aerodrome was a private one owned by Messrs. A. V. Roe & Co. and used by them, the Hampshire Light Aeroplane Club, and by the R.A.F. when they desired. He added:

The Air Ministry's sole responsibility is to license the place as an aerodrome. If the people object to the noise, I am afraid they will have to grin and bear it, just as people living by the side of the road have to put up with the noise of motor traffic. The aerodrome is in the Ministry's opinion perfectly safe and that is the end of their responsibility.

Village "Terrified."

Mr. F. Blesley and Mr. Findlay Smith said the village was terrified by low flying. They had to choose between danger to their families and danger to the pilots and they chose the latter course.

Mr. Blesley said that he was erecting another pole which he was connecting with that in Mr. Findlay Smith's garden.

Sir Sefton Brancker said that it was extremely dangerous and if there is a fatal accident, I am not sure you will not be liable to a charge of manslaughter.

Dr. Cunningham Brown said not all the residents were concerned in the petition. He had no objection to the aerodrome club and he did not consider their flying a nuisance.

Sir Sefton Brancker said he would give the matter his consideration and would communicate with them when he had reached a decision.

Mr. Findlay Smith said: I fixed the pole to stop low flying over my house about three months ago. I could not get it up in time for the air pageant, so I put up a temporary one then.

The mast, which is about 50ft. high, is painted white above a certain height and on top is a white and blue flag. I am responsible for the lives of the people under my roof and this protection was necessary.

I have consulted a solicitor and he says the earth beneath and the air above my house are my property.

BRITISH CRITICISMS OF SPAIN.

LOCAL OPINION DIVIDED.

The organ of the Spanish Government, *La Nacion*, while acknowledging the general appreciation of the Marqués de Estella's praiseworthy efforts shown by the British Press, takes sharp exception to criticisms offered, especially in the recent articles in the *Times*, which on some points *La Nacion* considers to be unjust and fantastic, and contain errors such as a foreign writer dealing with Spanish affairs is liable to make. More particularly *La Nacion* does not share the view that the future of Spain is in any way doubtful or overcast. It repeats the assertion that there can be no re-establishment of normality in the sense of a return to the former régime. The new Spain must arise from the ruins of the old, dressed in fresh garb. No old crowns are acceptable, nor will Spain take the loan of garments from others. Her constitutional frock is apparently to be of an entirely original cut.

Other newspapers, however, do not share *La Nacion's* views, but they are handicapped in expressing their own opinions by the Censor, whose mutilations mar an interesting leading article in the *Liberal* organ *El Sol*. A.B.C., a Conservative organ, is of opinion that the present situation in Spain cannot be prolonged and suggests as a solution that a Parliament of 500 representatives of the nation be convoked, sharing sovereignty with the King, to come to an agreement with the Monarchy regarding a new political structure.

In view of the fact that the articles in the *Times*, as well as those of other British newspapers, have not been published in the Spanish Press—the Censor would not allow that—it may be considered remarkable that the ideas they suggest should have given rise to any discussion at all. It shows, among other things, that certain circles in Spain read the foreign Press with more attention than was formerly the case.

CHLOROFORM INSTEAD OF VAPOUR.

FATAL MISTAKE AT A HOSPITAL.

Remarkable evidence was given at the inquest at Guildford, Surrey, on September 3rd on James Sanderson, aged 13, of the Mayford-London County Council Industrial School, near Woking, who died while being given an anaesthetic at the Royal Surrey County Hospital.

It was stated that the boy complained of pains in his face and neck, and was medically attended and removed to the hospital.

Dr. Bernard Lamprell, house surgeon at the hospital, said that the boy was admitted about four o'clock on Friday suffering from cellulitis venenata, and was later prepared for an operation. He considered Sanderson was a bad subject for an anaesthetic, and chose chloroform as the most suitable.

When Sanderson was in a stage of surgical anaesthesia Dr. Lamprell placed a tube from the instrument in the boy's mouth. The boy vomited chloroform and then became asphyxiated because the tubes were connected on to the wrong nozzle of the instrument, and chloroform was injected into the stomach instead of chloroform vapour.

Dr. Lamprell admitted that he did not take steps to see that the instrument was working properly. Death was due to asphyxia, caused by spasms of the larynx, and cellulitis venenata, and the action of the chloroform which caused the spasms. It was not the chloroform which went into the stomach which caused death.

Dr. Cecil Lankester said he was going to operate. Dr. Lamprell rightly changed from the mask to the instrument. The trouble was that the tubes of the instrument were virtually identical, and it was obviously a dangerous instrument unless the precaution was taken of trying the instrument immediately before use, but such an instrument should have some obvious indication so that a mistake could not be made. Dr. Lamprell was an experienced anaesthetist.

The jury returned a verdict of accidental death, exonerated Dr. Lamprell from all blame, and recommended that something should be done to ensure that the right tubes were put on such an instrument.

It was stated on behalf of the hospital authorities that if the apparatus could be improved in any way, or a better apparatus could be found, they would adopt it.

TROTSKY IN EXILE.

CRITIC OF NEW RED RULE.

At an extraordinary session of the Central Control Commission of the Communist Party at Moscow it was decided to refuse the request made by friends of Trotsky for his release from exile.

It was also decided never to re-instate him as a member of the party. The reason for the refusal was a letter written by Trotsky from Alma-Ata, Turkestan, his place of exile, which contained the following daring statements:

Considering our economic position, our mode of living and our cultural conditions, we are much nearer in the Soviet Union to the worst type of capitalism, that negligent and uncivilized type of capitalism, than the Socialist order of society.

As regards the position of the Chinese Revolution, I am still of the same opinion as before; the whole thing has been badly mismanaged by our people.

In addition to writing continuous analyses of the position, Trotsky spends his time in exile "hunting and making geological researches."

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Sept. 26th.

Day	at 2 p.m.	at 6 a.m.	at 10 p.m.
Barometer...	29.78	29.84	29.81
Temperature	81	77	79
Humidity...	72	77	69
Wind	Direction NE	E	E
Force	3	3	3
Weather	0	0	0
Rain	0.25	0.00	0.33
Highest open-air Temperature, 25th: 83			
Lowest open-air Temperature, 26th: 75			

H=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From September 27th to Oct. 3rd, 1928.

Days of Week	Date	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Thurs.	27	h. m.	h. m.	h. m.	h. m.
		7 11	7 4	0 56	4 2
Fri.	28	8 38	5 4	2 26	1 6
		8 3	7 8	1 49	3 6
Sat.	29	8 59	5 8	2 57	1 6
		8 51	7 7	2 38	3 0
Sun.	30	9 24	6 2	3 28	2 4
		9 38	7 8	3 23	2 4
Mon.	1	9 52	6 8	4 0	2 1
		10 24	7 2	4 31	2 5
Tues.	2	11 19	6 7	4 53	1 7
		11 0	7 3	5 3	3 0
Wed.	3	12 0	6 0	5 46	1 7
		12 40	7 4	5 34	3 6

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

M.V. "TORONTO" ... Sails Noon 20th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMME) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI. From Hong Kong.

M.V. "VIMINALE" ... Sails on or about 11th Oct.
M.V. "ESQUILINO" ... Sails on or about 8th Nov.
M.V. "ROMOLO" ... Sails on or about 6th Dec.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
M.V. "REMO" ... Sails on or about 16th Oct.
M.V. "VIMINALE" ... Sails on or about 13th Nov.
M.V. "ESQUILINO" ... Sails on or about 11th Dec.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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Agents.

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QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA
REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE WEDNESDAY	FOR
TJIKEMBANG	SHAN, K'UNGS & AMOY	30th Sept.	3rd Oct. 4 p.m.	BATAVIA
TJILEBOET	DALNY, AMOY	8th Oct.	10th Oct. 4 p.m.	MAKASSAR & SOERABAYA
TJIKARANG	SHAN, K'UNGS & AMOY	15th Oct.	17th Oct. 4 p.m.	BATAVIA
TJIKINI	DALNY, AMOY	22nd Oct.	24th Oct. 4 p.m.	MAKASSAR & SOERABAYA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	BATAVIA	In Harbour	29th Sept.	AMOY, SHANGHAI, KEELUNG, AMOY, N. CHINA
TJIMANOEK	JAVA, MAKASSAR	5th Oct.	8th Oct.	AMOY, N. CHINA
TJISAROEK	BATAVIA	10th Oct.	13th Oct.	AMOY, SHANGHAI, KEELUNG
TJISALAK	JAVA, MAKASSAR	19th Oct.	22nd Oct.	AMOY, N. CHINA

TO MANILA.

STEAMERS	FROM HONG KONG	AT MANILA
TJITAROEM	26th September, 4 p.m.	29th September
TJILEBOET	8th October, 4 p.m.	11th October

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities.

Travel in comfort on first class steamers, having excellent accommodation for passengers, a European Doctors and Wireless telegraphy.

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saloon fare: \$175, return \$300.

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HUGOSTINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.V. "ERMLAND" ... due here on or about the 28th Sept.
M.V. "BURGENLAND" ... due here on or about the 11th Oct.
M.V. "RUHR" ... due here on or about the 25th Oct.
M.V. "SACHSEN" ... due here on or about the 11th Nov.
M.V. "DUISBURG" ... due here on or about the 23rd Nov.
M.V. "OLDENBURG" ... due here on or about the 9th Dec.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

S.S. "CARL LEGIEN" ... sailing from here on or about the 9th Oct.
M.V. "LEVERKUSEN" ... sailing from here on or about the 16th Oct.
M.V. "ERMLAND" ... sailing from here on or about the 30th Oct.
M.V. "BURGENLAND" ... sailing from here on or about the 13th Nov.
M.V. "RUHR" ... sailing from here on or about the 27th Nov.
S.S. "SACHSEN" ... sailing from here on or about the 11th Dec.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street.

Telephone C. 2225.

Telex C. 2754.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG, PAKHOI & HAIKONG	"TEAN"	On 27th Sept.	Noon
SWATOW & SHANGHAI	"CHENAN"	On 29th Sept.	10 a.m.
SHANGHAI & TIENTSIN	"SZECHUEN"	On 30th Sept.	6 a.m.
SWATOW & BANGKOK	"KAYING"	On 30th Sept.	2 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 1st Oct.	6 a.m.
SHANGHAI, NEWKOW & DALNY	"YINGCHOW"	On 2nd Oct.	6 p.m.
AMOI, SHANGHAI & TIENTSIN	"SOOCHOW"	On 2nd Oct.	6 p.m.
SHANGHAI	"YUNNAN"	On 3rd Oct.	6 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 4th Oct.	4 p.m.
SHANGHAI	"LINAN"	On 4th Oct.	6 p.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 7th Oct.	6 a.m.
SWATOW & BANGKOK	"KALGAN"	On 7th Oct.	2 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 8th Oct.	6 a.m.
SHANGHAI, NEWKOW & DALNY	"KANCHOW"	On 8th Oct.	2 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUIYANG"	On 9th Oct.	6 p.m.
SHANGHAI	"HUPEH"	On 10th Oct.	6 p.m.
SHANGHAI & TIENTSIN	"CHENAN"	On 11th Oct.	6 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"SHANTUNG"	On 14th Oct.	6 a.m.
	"HUICHOW"	On 15th Oct.	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to BUTTERFIELD & SWIRE.
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AGENTS.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UPTO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

DEPARTURE	DEPARTURE	DEPARTURE
"CHANGTE" ...	18th October	13th November
"TAIPING" ...	6th November	14th December
"CHANGTE" ...	7th December	11th January, 1929
"TAIPING" ...	4th January, 1929	

Will call at Hilo.

For Freight and Passage Apply to BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36.
AGENTS.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND
"AMERICAN & MANCHURIAN LINE"
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th October
S.S. "AGAPENOR"	Via Suez Canal	17th October
S.S. "CITY OF KHIOS"	Via Suez Canal	26th October
S.S. "PYRRHUS"	Via Suez Canal	16th November
S.S. "CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.For Freight and Particulars, apply to—
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PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 14th October
M.V. "CHINESE PRINCE" ... 8th November

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furness

King's Building.

[19]



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
D'ARTAGNAN ... 9th Oct.	G. METZINGER ... 9th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 6th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	CHEVONCEAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	PORTHOS ... 5th Dec.
CHEVONCEAUX ... 18th Dec.	ATHOS II ... 19th Dec.
PORTHOS ... 1st Jan., 1929	D'ARTAGNAN ... 2nd Jan., 1929
ATHOS II ... 15th Jan.	SPHINX ... 16th Jan.
D'ARTAGNAN ... 29th Jan.	G. METZINGER ... 30th Jan.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKERQUE via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

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Cie des MESSAGERIES MARITIMES

Telephone: 651 and 740.

8, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 25th.

Haldor, Norwegian str., 840 tons, Capt. F. Nansen, from Bangkok, with a general cargo, lying at buoy No. C40.—Thoresen & Co.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shau, from Amoy, with a general cargo, lying at Lung Chong Wharf.—Fook Hoi Co.

Taipei, French str., 1,219 tons, Capt. F. Maternat Paul, from Fort Bayard, with a general cargo, lying at buoy No. B36.—Shung Hing Co.

September 26th.

Ariun, Japanese str., 4,040 tons, Capt. Hirokuma, from Keelung, which port she left on September 23rd, with a general cargo, lying at Takoo Dock.—O.S.K.

Bennett, British str., 2,349 tons, Capt. J. Lefwre, from Manila, which port she left on September 23rd, with 1,300 tons of general cargo, lying at Kowloon Wharf.—Gibb, Livingston & Co.

Engler, Chinese str., 853 tons, Capt. H. Mori, from Dairen, with a general cargo, lying at buoy No. C42.—Yee Tai Hong.

Hai Ching, British str., 1,267 tons, Capt. O. H. Farrar, from Swatow, with a general cargo, lying at Douglas Wharf.—Douglas S.S. Co.

Huph, British str., 1,205 tons, Capt. James May, from Canton, with a general cargo, lying at buoy No. C15.—B. & S.

Huach, Chinese str., 2,769 tons, Capt. S. Takemori, from Lungkow, which port she left on September 18th, with a general cargo, lying at buoy No. B23.—M.B.K.

Kishu, Japanese str., 1,567 tons, Capt. C. Mikami, from Keelung, Amoy and Swatow, with 320 tons of coal and 60 tons of merchandise, lying at O.S.K. Wharf.—O.S.K.

Kwang Sing, British str., 4,429 tons, Capt. A. D. Kelman, from Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Lee Cheung, Chinese str., 163 tons, Capt. Leung So, from Shanhai, with a general cargo, lying at Lung Chong Wharf.—Fook Hoi Co.

Nagata, Japanese str., 4,324 tons, Capt. L. Finkasa, from Yokohama and Shanghai, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Sh. Abyss, British str., 2,538 tons, Capt. S. L. Diamond, from Yokohama, which port she left on September 16th, with a general cargo, lying at buoy No. A1.—Mackinnon, Mackenzie & Co.

Van Heuts, Dutch str., Capt. D. J. Groosheff, from Amoy and Swatow, with a general cargo, lying at buoy No. A20.—J.C.J.L.

CLEARANCES.

September 26th.

Chak Sang, for Swatow.
Crown, for Tarakan.
Huph, for Shanghai.
Kuthe, for Newchwang.
Kut Sang, for Amoy.

Kwang Sing, for Canton.
Lee Cheung, for Shanhai.
Nagata, for Shanghai.
Ningpo, for Shanghai.
Tak Hing, for Macao.

Tenn, for Hoihow.
Tjilivrom, for Macassar.
Van Heuts, for Singapore.

POWDERED COAL FOR SHIPS.

BLUE STAR LINE'S EXPERIMENT.

Nautical engineers and shipping experts recently inspected the pulverised fuel system on board the Blue Star liner *Stuartstar*, which had just returned to London from a 10,000-mile journey to the Argentine and back.

The *Stuartstar* is the first British vessel in which this system has been fully tested, and the experts expressed themselves satisfied with the apparent advantages of the new plant.

The Chief Engineer-Surveyor of the Blue Star Line stated that, at the instigation of Sir E. Vestey, joint head of the Line, the system would ultimately be used in the passenger vessels on the South American service in the same class as the *Stuartstar*.

The saving in cost of fuel is said to be considerable, and the *Stuartstar* was specklessly clean, despite the fact that the coal had been powdered on board.

"We have overcome all the difficulties we anticipated," Mr. Thompson, chief engineer-surveyor of the Blue Star Line, said. "Our ultimate object, at the instigation of Sir E. Vestey, is that the system shall be used in the passenger vessels on the South American service in the same class as the *Stuartstar*.

Ships equipped with the installation will have their boiler efficiency raised by 15 to 20 per cent."

"Not a Single Hitch."

Mr. Cook, Chief Engineer of the *Stuartstar*, stated: "We did not have a single hitch in spite of the fact that the installation was installed in only ten days. Pulverised fuel has come to stay."

Chief Engineer Haddock of the Board of Trade, who inspected the ship for that department, said: "I think that pulverised fuel will prove a serious competitor to oil fuel."

Two high officials of the Fuel Research Board, who visited the *Stuartstar*, emphasised the importance of the experiment by the Blue Star Line.

One of the chief advantages of the new system, which is all-British, was explained to me by Mr. Thompson. "With the ordinary system of coal firing by hand," he said, "ashes accumulate in the furnaces, which have to be cleaned out every four hours. During the time that the furnaces are being cleaned, there is loss of speed owing to reduced steam. The pulverised fuel system does away with this. It is continuous and there is no fluctuation of steam or speed."

The Method.

The *Stuartstar* sailed to Buenos Aires from Newcastle-on-Tyne direct. She made the journey in eighteen days and returned with a full cargo of meat in cold storage. She carried a limited number of passengers, although not a passenger ship, and is one of a fleet of four of the world's largest insulated cargo vessels.

The coal powder is pulverised until it passes through a mesh which has 30,000 holes to the square inch. Mr. Cook, Chief Engineer of the ship, explaining the method, said: "The coal powder is delivered from the end of the hopper or

feeder, into the electrically-driven pulveriser by an endless band. After grinding, a powerful fan sprays it at great speed into the furnace. Such foreign matter as tramp iron in the coal supplies cannot hurt the pulveriser.

Fourteen tons of coal a day is the average consumption of a single boiler fitted with the apparatus. A hand-fired furnace consumes sixteen tons a day. The type of coal used costs 8s. a ton.

An official of the Blue Star Line told a Press representative that, if a cargo vessel of the tonnage of the *Stuartstar* burns the pulverised fuel, a round trip to the Argentine costs £1,000 less than if she burned oil and £1,000 less than if she had the ordinary hand-fired coal installation.

An important experiment with pulverised fuel was made by the United States Shipping Board in the *Merco* on a trip from America to Rotterdam. Although this experiment took place only ten months ago, the new invention has made rapid strides and many marine engineers now think that pulverised fuel for cargo ships has come to stay.

The *Stuartstar* was equipped with an all-British pulverised fuel system by a Tyneside firm of engineers and boiler-makers. The vessel made her first round trip on four out of 24 furnaces converted to the system, the remainder of the 24 not being used at all, and will leave for her next trip on twelve furnaces similarly converted.

Slack is burnt, and the collieries providing the coal guarantee that it will not exceed one and a quarter inch cubes—a form of fuel which has hitherto been useless for marine purposes.

This coal dust is pulverised on board.

Mr. Thompson, Chief Engineer of the Blue Star Line said: "Pulverisation on board presents no difficulties, and although I cannot foresee the day when coal in its pulverised form will be taken on board ship in a semi-liquid state as oil is now delivered to oil-burners, this appears to me to present no serious drawback. Cargo ships burning pulverised fuel should produce no more dirt than that created by any other form of fueling."

"The system has no disadvantages for the cargo ship but, on the contrary, many advantages, chief among which are initial cost of the coal and a saving on the cost of a stoking crew."

MERCHANT SHIPS IN PORT

The following merchant vessels were in port yesterday:—
British: *Kaiting*, *Treguett*, *Huph*, *St. Albans*, *Kwang Sang*, *Haiching*, *Crenatula*, *Kut Sang*, *Crenatula*, *Tenn*, *Kaiting*, *Chak Sang*, *Hydrangea*, *Ying Chong*, *Pong Tong*, *Phumpeh*, *Sumatra*, *Luk Sun*, *Sung Bee*, *Takoo*.

Danish: *Clara Jensen*.
Norwegian: *Haldor*, *Tanjer*, *Hiram*, *Harold*, *Van, Sval*.
Portuguese: *Kong On*, *King On*.
Japanese: *Hanabusa*, *Maru*, *Bokuyo*, *Maru*, *Menado*, *Maru*.

Chinese: *Engler*, *Huach*, *Wu Lee*, *Cheung*, *Tai Fook Sing*, *Yung Fu*, *Phuang*, *Song Ann*, *Chung Kong*, *Wing Wo*, *Sun Kong*, *Wing On*, *Cheng On*, *Derwent*, *Poo Yee*, *Van On*, *Hung Chow*, *Gen. H. Knos*, *Min Sun*.

Dutch: *Van Heuts*, *Tjilivrom*, *Tjilivrom*, *Van Heuts*.
French: *Huph*, *Hoi*, *Raymond*, *Poinette*, *Taipei*.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING" "KWUNGSANG" "HOPKANG" "KWAISANG"	Sun., 30th Sept., at 9 a.m. Wed., 3rd Oct., at 7 a.m. Sun., 7th Oct., at 7 a.m. Wed., 10th Oct., at 7 a.m.
OSAKA via AMOI, SHANGHAI, MOJI & KOBE	"NAMSANG"	Thurs., 11th Oct., at 7 a.m.
CANTON	"CHEONGSHING"	Fri., 28th Sept., at 7 p.m.
SINGAPORE	"FOOKSANG"	Fri., 5th Oct., at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Fri., 12th Oct., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Mon., 1st Oct., at Noon
SANDAKAN	"HINSANG"	Thurs., 27th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE CENTRAL No. 215.

[3]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAPP"	(via Oran)	31st Oct.
Motor Vessel "GLENSHIEL"	(via Oran)	16th Nov.
Motor Vessel "GLENBEG"	(via Oran)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENARA"	27th Sept.
Motor Vessel "GLENSHIEL"	28th Sept.
Steamship "CARNARVONSHIRE"	14th Oct.
Motor Vessel "GLENBEG"	26th Oct.
Steamship "PEMBROKESHIRE"	12th Nov.

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AGENTS: THE GLEN LINE, LTD.

FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON.

Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Schlesien"	... departure 13th Oct.
Pass. S.S. "DERFFLINGER"	... departure 20th Oct.
Freight S.S. "Giessea"	... departure 9th Nov.
Pass. S.S. "BAARBRUECKEN"	... departure 17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa.

Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles.

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Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ... £75.00. Intermediate class ... £45.00.

Freight M.S. "Trav"	... due here 13th Oct.
Pass. S.S. "BAARBRUECKEN"	... due here 21st Oct.
Freight S.S. "Pfalz"	... due here 7th Nov.
Pass. S.S. "COBLENZ"	... due here 15th Nov.

MELCHERS & CO.,

AGENTS, HONG KONG.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING	Friday, the 23rd Sept., at 3 p.m.
HALVARD	Tuesday, the 2nd Oct., at 12 Noon
HAINING	Friday, the 5th Oct., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Fouchow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

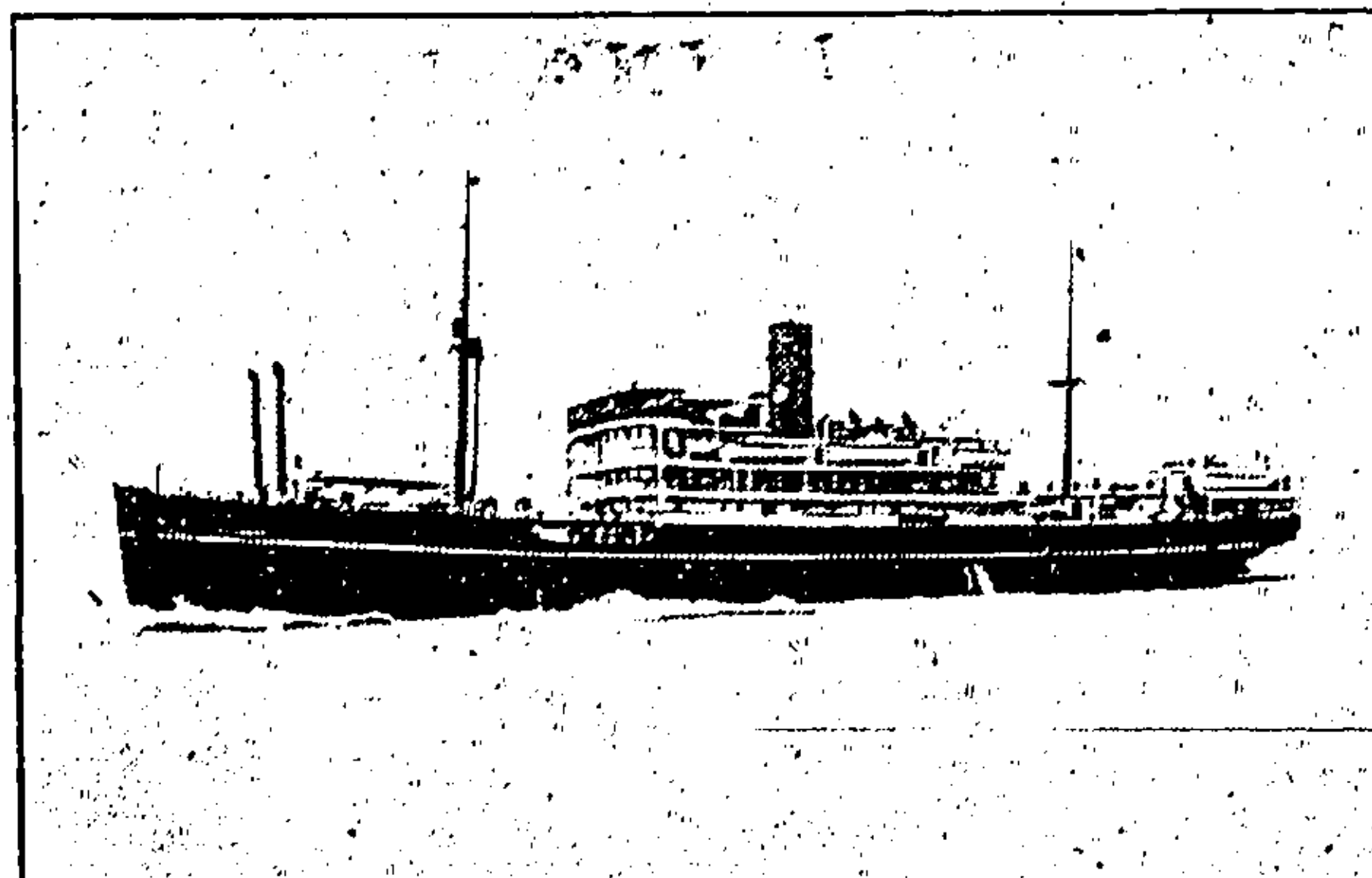
General Managers

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TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

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P. & O., British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FOYNTNIGHT
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	29th Sept, Noon	Mars. L'don, Antwerp & Hull.
"KASHGAR"	10,933	13th Oct.	Marseilles and London.
"KASHGAR"	9,135	27th Oct.	Marseilles, London and Hull.
"KASHGAR"	6,745	1st Nov.	Suez & Bombay.
"KASHGAR"	5,334	10th Nov.	Straits, Bombay and Karachi.
"KASHGAR"	11,120	10th Nov.	Bombay, Marseilles and London.
"KASHGAR"	9,114	24th Nov.	Marseilles, London and Hull.
"KASHGAR"	9,125	1st Dec.	Marseilles and London.
"KASHGAR"	5,313	8th Dec. (Mars.)	L'don, Hull, Antwerp, & Hamburg.
"KASHGAR"	10,948	10th Dec.	Bombay, Marseilles and London.
"KASHGAR"	8,886	10th Dec.	Marseilles and London.
"KASHGAR"	10,908	22nd Dec.	Bombay, Marseilles and London.
"KASHGAR"	10,948	5th Jan., 1929	do.
"KASHGAR"	9,144	19th Jan.	Marseilles and London.
"KASHGAR"	10,963	2nd Feb.	Bombay, Marseilles and London.
"KASHGAR"	9,005	16th Feb.	Marseilles & London.
"KASHGAR"	11,120	22nd Mar.	Marseilles and London.
"KASHGAR"	9,135	10th Mar.	do.
"KASHGAR"	9,125	23rd Mar.	do.
"KASHGAR"	10,950	30th Mar.	do.
"KASHGAR"	10,908	13th Apr.	S'bay, Mars., & London.
"KASHGAR"	8,886	20th Apr.	Marseilles and London.
"KASHGAR"	10,947	27th Apr.	Bombay, Marseilles and London.
"KASHGAR"	9,114	11th May	Marseilles and London.
"KASHGAR"	10,933	28th May	Bombay, Marseilles and London.
"KASHGAR"	9,144	8th June	Marseilles and London.
"KASHGAR"	10,963	22nd June	Bombay, Marseilles & L'don.

† Cargo only.
† Calla Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

B.I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	29th Sept, 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"KASHGAR"	10,933	13th Oct.	do.
"KASHGAR"	9,135	27th Oct.	do.

Regular Monthly Sailings from Hong Kong to Japan & along coast to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Lioo, Obo, Kolombangan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,135	29th Sept, 6 a.m.	Shanghai, Kobe & Yokohama.
"KASHGAR"	6,532	2nd Oct., D.L.	Shanghai, Kobe & Yokohama.
"KASHGAR"	10,900	2nd Oct.	Amoy, Kobe & Osaka.
"KASHGAR"	6,000	10th Oct.	Moji, Kobe, Osaka & Yokohama.
"KASHGAR"	11,120	12th Oct.	Shanghai, Kobe & Yokohama.
"KASHGAR"	7,305	12th Oct.	Amoy, Shanghai, Kobe & Yokohama.
"KASHGAR"	5,313	14th Oct.	Shanghai, Kobe & Yokohama.
"KASHGAR"	5,334	14th Oct.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,114	19th Oct.	Shanghai, Kobe & Yokohama.
"KASHGAR"	10,909	19th Oct.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,125	26th Oct.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,144	1st Nov. (Amoy)	Shanghai, Kobe, Yoko. & Osaka.
"KASHGAR"	10,909	6th Nov.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,125	9th Nov.	Shanghai, Kobe & Yokohama.
"KASHGAR"	10,909	9th Nov.	Shanghai, Kobe & Yokohama.
"KASHGAR"	10,909	23rd Nov.	Shanghai, Kobe & Yokohama.
"KASHGAR"	4,000	4th Dec.	Moji, Kobe, Osaka & Yokohama.
"KASHGAR"	10,940	7th Dec.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,144	21st Dec.	do.
"KASHGAR"	10,963	4th Jan., 1929	do.
"KASHGAR"	6,000	8th Jan.	Moji, Kobe, Osaka & Y'hama.
"KASHGAR"	9,005	15th Jan.	Shanghai, Kobe & Yokohama.
"KASHGAR"	11,120	1st Feb.	do.
"KASHGAR"	9,005	5th Feb.	Moji, Kobe, Osaka & Y'hama.
"KASHGAR"	9,135	15th Feb.	Shanghai, Kobe & Yokohama.
"KASHGAR"	10,905	1st Mar.	do.
"KASHGAR"	9,125	3rd Mar.	Shanghai.
"KASHGAR"	10,908	15th Mar.	Shanghai, Kobe & Yokohama.
"KASHGAR"	8,886	22nd Mar.	do.
"KASHGAR"	10,940	29th Mar.	do.
"KASHGAR"	9,114	12th Apr.	do.
"KASHGAR"	10,963	28th Apr.	do.
"KASHGAR"	9,144	10th May	do.
"KASHGAR"	10,963	24th May	Shanghai, Kobe & Yokohama.

† Cargo only.
All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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m.v. "JAPAN" ... Loading about 30th September
m.v. "SUMATRA" ... 20th October
FOR SHANGHAI, JAPAN AND VLADIVOSTOK.
Loading about 8th October
m.v. "RENAISSANCE" ... 30th October
m.v. "AGRA" ...

* For further particulars, apply to the Agents.
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Canton.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

CARGO TOTALS DROP.

GOOD BRITISH CARGO CARRIERS.

A decrease on the previous day's excellent figures was shown in the imports and through freights for the period ending at 9 a.m. yesterday. Local imports, however, were good, while through freights were above the average. British cargoes showed up well and out of seven arrivals and eighteen departures, seven arrivals and seven departures were British ships. Thirteen vessels discharged 10,667 tons of which 3,500 tons were contributed by four British vessels. The s.s. *Tegonell* (British) from Newport and Calcutta was best carrier with 1,500 tons of coal, while the s.s. *Hullberg* (Norwegian) from Bangkok and Kuching had 2,160 tons of rice. Eight vessels carried 12,305 tons of through freights, of which five were British carriers and responsible for 6,103 tons. The s.s. *Honolulu* from Bombay and Singapore was shown as best carrier with 7,600 tons of general cargo, followed by the s.s. *Tegonell* (British) with 2,500 tons of coal for Whampoa. The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	7
Japanese	1	4
Norwegian	1	0
Chinese	3	3
Dutch	1	0
French	2	2
American	0	2
Total	17	15

VESSELS EXPECTED.

Australian-Oriental Line.
Change, Oct. 9th.
Taiping, Nov. 6th.
Bank Line.
City of Glasgow, September 29th.
City of Kins, October 2nd.
City of Wellington, October 5th.
City of Eastbourne, October 10th.
City of Mobile, October 27th.
City of Perth, Oct. 30th.
City of Mandala, Nov. 24th.
City of Lahore, Dec. 8th.
City of Chester, Dec. 28th.
Blue Funnel Line.
Merionet, September 29th.
Sargapond, October 3rd.
Protestant, October 8th.
Argentine, October 10th.
Onaga, October 13th.
Calchas, October 18th.
Dionet, October 18th.
Tathylbia, October 18th.
Agapond, October 17th.
Antenor, October 18th.
Kurylochia, October 20th.
Pyrrhus, October 24th.
Patroclus, October 31st.
Cyclops, November 6th.
Ivion, November 8th.
Deiandion, November 8th.
Peraeus, November 12th.
Mentor, Nov. 13th.
Hector, Nov. 14th.
Helenus, Nov. 17th.
Tithon, Nov. 20th.
Tyndareus, Nov. 25th.
Asphalion, Nov. 27th.
Glaucaus, Nov. 30th.
Telemachus, Dec. 6th.
Philactes, Dec. 9th.
Dardanus, December 12th.
Aeneas, Dec. 17th.

British-India and Apar Line.
Takeda, Sept. 29th.
Taina, Sept. 29th.
Takluwa, Oct. 10th.
Talamba, Oct. 11th.
Tilawa, Oct. 20th.

Canadian Pacific Line.
Empress of Canada, Sept. 30th.
Empress of Russia, Oct. 15th.
Empress of Asia, Oct. 29th.

Doddwell & Co.
Toronto, October 10th.
Dollor S.S. Line.
President Cleveland, to-morrow.

East Asiatic Co., Copenhagen.
Chile, Oct. 13th.
Malaga, Oct. 24th.
Siam, Dec. 2nd.

Eastern and Australian Lines.
Anjuna, Oct. 10th.
Landa, Nov. 3th.

Glen Line.
Carnarvonshire, October 14th.
Glenhoy, October 26th.
Glenapp, Oct. 31st.

Hamburg-America Line and Hugo Stinnes Line.
Ermland, to-morrow.
Carl Legion, Oct. 9th.
Burgeland, Oct. 11th.

Kahr, October 28th.
Sachsen, Nov. 11th.
Duisburg, Nov. 23rd.
Oldenburg, Dec. 9th.

Java-China-Japan Line.
Tjimoniek, September 30th.
Tjimoniek, October 5th.
Tjimoniek, Oct. 8th.

Tjimoniek, Oct. 10th.
Tjimoniek, Oct. 19th.
Tjimoniek, Oct. 22nd.

Messageries Maritimes.
D'Arnyman, October 9th.
General Metzing, October 9th.
Paul Leant, October 23rd.

Sphinx, Oct. 23rd.
André Lebon, Nov. 7th.
Chenouet, Nov. 21st.
Portosa, Dec. 3th.

Althos II, Dec. 19th.
Nippon Yusen Kaisha.
Malacca Maru, Sept. 29th.

Longhorn Maru, Sept. 29th.
Tamba Maru, Sept. 30th.
Tayaka Maru, Sept. 30th.

Fushimi Maru, Oct. 5th.
Tokushima Maru, Oct. 7th.
Kangawa Maru, Oct. 8th.

Taiyo Maru, Oct. 10th.
Awa Maru, Oct. 10th.
Tsunagi Maru, Oct. 11th.

Tsunagi Maru, Oct. 13th.
Haruna Maru, Oct. 14th.
Norddeutscher Lloyd, Bremen.
Sohlstedt, Oct. 10th.

Trave, Oct. 14th.
Saarbrücken, Oct. 21st.
Blaf, Nov. 7th.

Coblenz, Nov. 18th.
Peninsular and Oriental.
Kilmer, to-morrow.

Kashgar, to-morrow.
Lahore, to-morrow.
Madras, Oct. 12th.

Yeyore, Oct. 13th.
Marsa, Oct. 13th.
Kidderpore, Oct. 14th.

Karmala, Oct. 18th.
Khyber, Oct. 26th.
Mizapore, Nov. 1st.

Kashmir, Nov. 2nd.
Jalwa, Nov. 9th.
Naldera, Nov. 23rd.

Mantua, Dec. 7th.
Kalyan, Dec. 21st.
Prince Line.

Japanese Prince, October 14th.
Chinese Prince, Nov. 8th.
Swedish East Asiatic Co., Ltd.

Japan, Sept. 30th.
Benares, Oct. 8th.
Sumatra, Oct. 20th.

Agra, Oct. 30th.
Willi. Wilhelmsen, Oslo.
Norwegian Africa and Australia Line.

Tungsha, Oct. 12th.
Rena, Nov. 20th.
Taiwan, Dec. 8th.

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AGENTS FOR

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UNITED KINGDOM & CONTINENT

"CITY OF DELHI" ... Havre, London, Rotterdam & Hamburg ... 24th October
"CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 17th November
"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th December

BOSTON, NEW YORK & BALTIMORE

"CITY OF WELLINGTON" ... via Suez Canal ... 5th October
"CITY OF KHIOS" ... via Suez Canal ... 23rd October
"CITY OF PERTH" ... via Suez Canal ... 30th November

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MAURITIUS & SOUTH AFRICA

"TINHON" ... 15th November
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Baira, Quilimaina, Tho, Port Amelia, Mozambique, Chinda, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderia Bay, Walvis Bay and Madagascar.

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Leave Hong Kong	Arrive Singapore	Leave Singapore	Arrive Hong Kong
November 28th	December 2nd	December 6th	December 10th
December 2nd	December 6th	December 10th	December 14th
December 6th	December 10th	December 14th	December 18th
December 10th	December 14th	December 18th	December 22nd

BOOKING NOW OPEN

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 16, Oct. 18	EMPRESS OF RUSSIA	Oct. 19, Oct. 21	
Oct. 30, Nov. 1	EMPRESS OF ASIA	Nov. 2, Nov. 4	

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SIBERIA MARU (Calls Los Angeles) Tuesday, 2nd Oct.
TAIYO MARU (Calls Nagasaki) Tuesday, 19th Oct.
TENYO MARU (Calls Nagasaki) Tuesday, 30th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
FUSIMI MARU ... Saturday, 6th Oct.
HAKOZAKI MARU ... Saturday, 20th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 24th Oct.
MISHIMA MARU (Calls Zamboanga) Wednesday, 31st Nov.

BOMBAY via Singapore, Penang & Colombo.
NAGATO MARU ... Thursday, 27th Sept.
AWA MARU ... Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BOKUYO MARU ... Saturday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.
TOBA MARU ... Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.
LIMA MARU (Calls Glasgow) Sunday, 21st Oct.

COLOMBO via Singapore, Penang & Rangoon.
KANGOON MARU ... Sunday, 30th Sept.
GENOA MARU ... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.
TAMBA MARU (Kobe direct) ... Friday, 23rd Sept.
MALACCA MARU (Calls Keelung omit S'hai) Sun, 30th Sept.

TOYOOKA MARU ... Monday, 1st Oct.
† Cargo only. Subject to alteration without notice.
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7

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